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PAGE 11
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ARCH DESPERADO DEAD

Newsmen Agree Soapy Smith Laid Low By Reid

Klondike Miner Stewart 'Rolled and Robbed' After Looking at Smith's Eagle That Days Earlier Was Hailed As 'Proud Bird Of Freedom' – Soapy and 'Skaguay Guards' Surrender to Bullet and Vigilante Justice.

The best days work that was ever done for Skaguay, was done yesterday evening by City Engineer F.H. Reid, when he shot and instantly killed Soapy Smith. But Frank Reid made an awful sacrifice, for he lies now at the point of death with a rifle ball through his abdomen that may prove fatal.

It was about nine o'clock in the evening when the shooting took place. Smith, who was well under the influence of liquor and worked up into a frenzy, left his house on 6th Avenue with a forty-five calibre Winchester over his arm. He went almost on a run down State Street, until he came to the wharf, where Reid was on guard. The men had had some words earlier in the day, and as soon as Reid saw Smith coming, he knew somebody would get hurt. Smith ran up to Reid and began swearing at him; he then struck at him with his rifle. Reid grabbed at the barrel of the gun with one hand, and drew his revolver with the other. But Smith jerked the rifle away, struck Reid once with it, cutting his arm, and as he raised the gun again, Reid pulled the trigger of his pistol, but the cap snapped. Before he could pull again, Smith raised the barrel of the rifle and fired. Again Reid grabbed the barrel and at the same time shot twice in quick succession. Either ball would have killed Smith instantly.

There were two shots fired into Smith. One shot hit him in the thigh, and the other went into the right side of the chest, crossing the body to the left, and going through the heart.

Smith fell dead before the smoke had cleared away and Reid at the same time fell. A crowd, which had followed Smith, closed in on the men. As soon as they found that Reid was alive, some ran for a stretcher, and soon a dozen willing men were carrying him toward his house two blocks away. Before they arrived there, Drs. Moore, Cornelius and Bryant were on the scene and it was decided to take him at once to the hospital. the men took him up again, and got as far as Fifth Avenue, when it was decided that the hospital was too far away. Someone ran down the street to make a place ready in a hotel, and Mr. Brogan gladly placed the Occidental at the disposal of the messenger, and told the doctors to take the house.

Mr. Reid was carried upstairs to a room and in a few moments the physician had his clothes off and found that the bullet had entered the lower right abdomen and came out the lower end of the back bone. They immediately began to stimulate the sufferer, who was in very great pain , and to give him morphia.

The trouble that ended in the shooting began yesterday at noon. J.D. Stewart, one of the returned Klondikers, was rolled and robbed of a sack containing about $3,000 in nuggets and dust. Mr. Stewart says that he had gone into Smith's place looking for a companion. He walked out in the back yard, with the bag swung on his shoulder, and was looking at the eagle. He found out there three men, who, from the description given of them afterwards, are supposed to have been J. Bowers, an old man named Tripp, and another man called Dick. The three men began playing monte, Mr. Stewart says, and finally began to scuffle. He took no part whatever in the game. In a moment or two he found them brushing up against him, and before he knew it, two of the men grabbed him, and the third snatched the bag from him and ran. The two men still hel him until the third had got well away. Then they too ran in a different direction. Tripp is said to have been the one who got the bag. Stewart's story is corroborated by two reputable witnesses, a man and woman, who asaw the whole proceedings from adjoining buildings.

The alarm was raised at once and the marshal was notified. Marshal Taylor told those who gave the alarm, that if they would keep quiet for a time he would get the men and the money, but in a few minutes the marshal started up Broadway with a carpenter to oversee some work he was doing, and the men felt that he was not very much interested in the case. In an hour the whole town was alarmed and excited. Judge Sehlbrede was telephoned for, and he promised to come over from Dyea as soon as he could get to a boat. He telegraphed back asking that every precaution be taken to allay any agitation, so that he could be free to act when he came. Consequently the newspapermen got together and decided that the best interests of the town would be best served by their remaining silent on the matter until Judge Sehlbrede could act.

– DAILY ALASKAN, July 9, 1898

VOL. 31, NO. 1908
– SUMMER 2008, EARLY EDITION –
SKAGUAY ALASKAN
Dedicated to Sinners & Saints of the Gold Rush

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2008 Calendar of Events

Our centennial celebrations ended in 2000, but Skagway loves a party, and there are many events planned for 2008 and beyond.

May 23, Spring Stroll. Skagway merchants open their doors for everyone to familiarize themselves with what's being offered this visitor season. *Chamber of Commerce, 983-1898, chamber@aptalaska.net.*

June 7, Fran Delisle Breast Cancer Awareness Walk-A-Thon – Now in its 13th year, this popular walk from Dyea to Skagway raises money for research, mammograms and other detection tests. Registration begins at Elks at 8:30 a.m. Bus ride out to Dyea leaves at 9:30 a.m. from Elks Lodge, and the walk begins at about 10:30 a.m. from Chilkoot Trail Outpost. A lunch runs from 2-4 p.m. at the Elks. Pledge forms available at several stores in town.

June 14, Elks Summer Solstice Picnic– Annual event at Seventh Pasture ballpark features food, music and games in celebration of the long days, 6 pm to 1 a.m. *Elks Lodge 431, 983-2235.*

June 27-29, International Softball Tournament – Annual event features teams from Alaska/Yukon. Seventh Pasture ballpark. *Skagway Softball, 983-3021.*

July 3, Street Dance & Fireworks Show – A street dance on Broadway is planned to kick off the Independence Day festivities, culminating in a spectacular Fireworks Show in the harbor (if windy it may be moved to a later date). *Chamber of Commerce, 983-1898, chamber@aptalaska.net*

July 4, Skagway's 109th annual Independence Day Celebration & Ducky Derby – 2008 Theme: TBA- Old-fashioned family fun with a parade that goes up and down Broadway, kids and adult races, pie eating contest, horseshoe tournament, egg and pizza tosses, ton of goods contest, and the annual Ducky Derby – 1,000 little plastic duckies pass through two culverts, under railroad tracks, always in danger of getting stuck along the way. Cash prizes. *Chamber of Commerce, 983-1898, chamber@aptalaska.net or see schedule in the June 22 Skagway News.*

July 8, Soapy Smith's Wake – Join the Days of '98 Show cast for the traditional *"Soapy's Wake"*, a dance at Eagles Hall honoring con man Jefferson Randolph "Soapy" Smith, who died the night of July 8, 1898. Hosted by Fraternal Order of Eagles Aerie 25, established 1899. Smith resided in the building, the old Mondamin Hotel. *F.O.E., 983-2234 or Gold Rush Productions 983-2545.*

July 10-13, Pat Moore Memorial Gamefish Derby (3rd annual) – Try to catch the "king" of our waters, the chinook salmon to win the grand prize. Also, win prizes for catching halibut, dog salmon and other local species, in categories for women, men, children, tourists and seniors. Families welcome. Proceeds benefit a scholarship in the name of local sportsman Pat Moore, who lost his life to ALS in 2005, and other local charities. Tickets are $10 per day or $30 for the two weekends. *Contact Taiya Inlet Watershed Council, Andrew Cremata, 983-2157.*

August 10-12, Eastern Star Flower and Garden Show – As the official "Garden City of Alaska," Skagway shows its colors with displays of flowers and vegetables. This year the show returns to A.B. Hall on Broadway. Contact *Eastern Star Chapter # 9, 983-3504.*

September 5-6, Klondike Trail of '98 Road Relay – A 110-mile, 10-member relay race, beginning in Skagway at midnight, and ending in Whitehorse on the following afternoon. Crazy, eh? Yeah, but it sure is fun. *Contact Sport Yukon, (867) 668-4236, news@sportyukon.com*

Fall-Winter-Spring Events

Oct. (Dates TBA), Southeast Alaska Quilt Retreat – In its fourth year, Skagway will host the best quilters in the region who gather here to knit, knit, knit. *Rushin' Tailor, 983-2397, www.quiltalaska.com.*

The Great Skagway Egg Toss is just one of many Fourth of July events held on Broadway following a parade that is so good, it has to be seen twice. This year you are welcome to help Skagway break the Guinness World Record for the most people ever assembled for an egg toss. *Jeff Brady*

December 2008, Victorian Yuletide Celebration – Skagway lights up for the month-long Christmas season with many open houses, a tree-lighting ceremony, caroling, the popular Santa Train, a beautiful Yuletide Ball, and other programs. A great time to be in Skagway.

March 28, 2009 - Buckwheat Ski Classic - Popular cross-country ski and snowshoe event features races ranging from 5K for kids to 10K, 25K and 50K for adults, at Log Cabin, B.C. on highway, with festivities in Skagway. *Mountain Shop, 983-2544, or see ski race page at www.skagwaynews.com.*

April 2009 (dates TBA)**. International Folk Festival.** Folkies from Yukon/Alaska converge for a night in the acoustically magical Presbyterian Church, and then move up the road for a night of playing in Whitehorse. *Skagway Fine Arts Council, 983-2276.*

Contact the Skagway Convention & Visitors Bureau at 907-983-2854 for updated information on all these events.

HOW TO LOCATE OUR ADVERTISERS

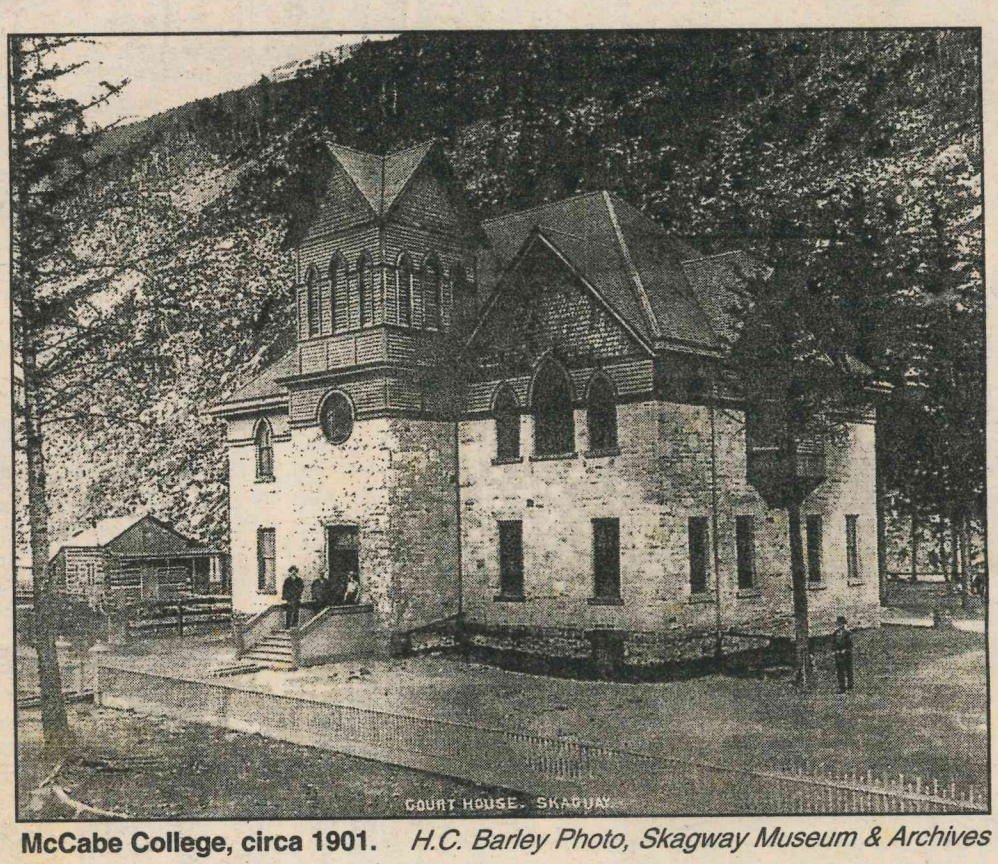
The Skaguay Alaskan is supported by the commercial entities of our city through advertising dollars. This allows the paper to be circulated free of charge by our Days of '98 Newsies under the employ of Gov. Brady, who tries to keep the paper to an historic 1898 format, hence no color advertising. It also is circulated on the ferries and at various locations around Skagway, Alaska and the Yukon. To easily locate our advertisers, simply locate the map key number in the ad – here is our number – and then find the establishment on the map on the back page of the Alaskan. 35

On The Trail of '98...

McCabe College, built in 1899-1900 of native granite, was the first school in Alaska to offer a college preparatory high school curriculum. The Methodist school, named in honor of Bishop Charles McCabe, was nearing completion when legislation establishing public education in Alaska made it financially impossible for the private McCabe College to continue. Skagway's sons and daughters attended McCabe College for only three terms before a public school was built.

Rev. James Walter, founder of McCabe College, arrived in Skagway in 1899. He was impressed by the town with a "population of over five thousand, not a mining camp in any sense of the term, but a city of families and a high type of social life, with nearly 400 children and young people of school age." However, Skagway was in dire need of a school. One teacher taught grades 1 - 8 in the Union Church Hall. There were two schools in homes, a kindergarten, and the Skagway Business College, which offered courses in stenography and typewriting. None offered an academic high school curriculum.

Purchasing a lot for the school from J. Bernard (Ben) Moore, son of Capt. Moore, pioneer settler of Skagway, Rev. Walter launched a subscription drive to build McCabe College. The granite for the building was brought down from Clifton on the WP&YR railroad. Classes for students opened in temporary quarters while construction was underway.



McCabe College, circa 1901. *H.C. Barley Photo, Skagway Museum & Archives*

An Oxford-educated instructor, Rev. Gordon taught the classics, mathematics, natural sciences, and classical and modern languages. Students were required to study Latin and Greek or Latin and one modern language. Mrs. S.E.V. McCoomb, a graduate of University of Michigan, taught the elementary and intermediate classes.

Student grades, conduct ratings and class rank were prominently published in the Daily Alaskan newspaper.

Parents were assured they would no longer need to send their children away to school when "every advantage can be secured at their very door for one-half the cost." Tuition was set at $16.70 per 14-week term or $5.50 per month. By the end of the school's first term, enrollment was about 50 students.

Financial difficulties slowed construction as the economic boom of the Klondike Gold Rush waned in 1900 and the town's population dwindled. McCabe College closed in 1901 when the building was sold to the federal government for the U.S. Court House. The U.S. Marshal's office, the U.S. Commissioner's office, and the jail occupied the first floor. District Court was held on the second floor in the former chapel of McCabe College until 1956 when the building was purchased by the City of Skagway.

In 2000, the City of Skagway celebrated its centennial and the completion of a new addition to the venerable century-old McCabe Building which has served as City Hall and Skagway Museum since 1961.

Skagway Museum & Archives

Open Daily • In the Historic District at Seventh and Spring Streets 100

Skagway's unique history as a vital transportation corridor and gateway to interior Alaska and the Yukon is portrayed in the artifacts, photographs and historical records of the past century exhibited in the McCabe Building. On display are a Tlingit canoe, a Portland Cutter sleigh and Bering Sea kayaks. Also see a collection of supplies and tools used in the Klondike Gold Rush of 1898 and an Alaska Native heritage collection of baskets, beadwork and carvings.

Searching for a relative in the Gold Rush? For information contact:
Skagway Museum & Archives, P.O. Box 521, Skagway, Alaska 99840, Phone (907) 983-2420, Fax (907) 983-3420, E-mail info@skagwaymuseum.org

City Services Guide

Telephones, Internet & Rest Rooms

PUBLIC TELEPHONES: located at foot of each cruise ship dock, ferry terminal, rail depot, RV parks, small boat harbor, Mollie Walsh Park, and adjacent to many hotels and restaurants. See map for advertisers with Internet services. AP&T has several wireless hot spots around town for a fee. Most cell phones work in town now but not up the highway.

PUBLIC REST ROOMS: located on Congress Way Seawalk, at National Park Service and AB Hall Visitor Centers, Mascot Saloon, Mollie Walsh Park, Skagway Bazaar, ferry terminal, and small boat harbor.

Emergency & Health Services

CLINICS: Skagway's Dahl Memorial Clinic is located at 11th & Broadway (983-2255). Clinic open 9 a.m. - 5 p.m. Monday-Friday, except during the noon hour and on Wed. afternoons for training. For after-hours medical emergencies call the police at 911, who will page the on-duty provider.

POLICE: Emergency phone 911 or 983-2232 for business. Located at 1st and State.

FIRE/AMBULANCE/SEARCH & RESCUE: Emergency phone 911 or 983-2300 for business. Located at 5th & State.

COUNSELING: Lynn Canal Counseling Center located in Clinic at 11th & Broadway. Call 983-2548.

ALCOHOLICS ANONYMOUS: Meets from 6-7 p.m. Mondays in log cabin at 15th & State.

Information

SKAGWAY CONVENTION & VISITORS BUREAU: Headquartered on Broadway in the Arctic Brotherhood Hall. Address correspondence to Tourism Director, Box 1029, Skagway, AK 99840; phone 907-983-2854; fax 983-3854; E-mail: infoskag@skagway.com; Website: www.skagway.com

SKAGWAY CHAMBER OF COMMERCE: Board meets monthly in winter. Call 907-983-1898/fax 983-2031; Box 194, Skagway, AK 99840; chamber@aptalaska.net. Website: www.skagwaychamber.org

KLONDIKE GOLD RUSH NATIONAL HISTORICAL PARK, headquartered year-round in restored railroad building at 2nd and Broadway. Visitor center open daily in summer, by appointment in winter. Call 907-983-2921 or write for brochure: Box 517, Skagway, AK 99840; www.nps.gov/klgo.

SKAGWAY TRADITIONAL COUNCIL: Office in Tribal Community Center at Broadway & 11th. Phone 907-983-3615, Website: www.skagwaytraditional.org

NEWSPAPER & NEWS ONLINE: THE SKAGWAY NEWS, published twice monthly year-round (monthly in Jan.), sold at Skaguay News Depot, Fairway Market, and Services Unlimited. Out of town subscriptions $35/year second class mail. Call 907-983-2354, or write to P.O. Box 498, Skagway AK 99840-0498. Limited online edition at: www.skagwaynews.com; Daily newspapers & magazines sold at News Depot at Broadway & 3rd.

RADIO/TV: KHNS-FM: 91.9 FM, public radio for Haines-Skagway, studio in Skagway Rec. Center; KINY-FM: 104.7 commercial radio, Juneau; TV: one public, 35 cable channels, many more accessible via satellite dish.

Public Library

Located at 8th & State. Summer hours mid-May to mid-Sept., library open noon-9 p.m. weekdays, and 1-5 p.m. Saturday and Sunday. Rest of the year, open 1-8 weekdays and same hours on weekends. Check for special programs.

Children's Services

LITTLE DIPPERS DAYCARE: Located at 23rd and Main. Open daily May through September. 983-2667.

INFANT CAR SEATS: Required by law for infants under 4. Available for rent from Emblem Club at Elks, 6th & State.

Churches & Faiths

ASSEMBLY OF GOD: Located at 8th & State. Sunday school at 9:30 a.m., morning worship at 10:30 a.m., home fellowship at 6 p.m., Tuesday Ground Zero Youth ministries at 7:30 p.m., Wednesday early prayer at 7 a.m., pre-study meal at 6:30 p.m.. and bible study at 7; Friday kids night (popcorn/movie for grades K-6) at 7 p.m. Call 983-2350.

BAHAI FAITH: Call 983-2977 for information.

CHURCH OF JESUS CHRIST of LATTER DAY SAINTS: Located at 11th & State. Sunday Sacrament Meeting at 11 a.m., Sun. School/primary at 12:30 p.m., Relief society/priesthood at 1 p.m. Call 983-2518.

LIFE LINK FELLOWSHIP BIBLE CHURCH: Located corner of 11th & Main (red house on corner). Saturday JAMS for youth at 6 p.m. and 7 p.m. church service. Sunday JAMS at 10 a.m. and church service at 11 a.m. Call 983-3240.

SKAGWAY FIRST PRESBYTERIAN CHURCH: Located at 5th & Main. Sunday services at 10 a.m. and 7 p.m. May-Aug., and 11 a.m. the rest of the year. Call 983-2260.

ST. THERESE CATHOLIC CHURCH: Located at 9th & State. Mass celebrated on Saturdays at noon and 7 p.m. May - Sept. or Sun. at 10 a.m. if no priest. Call 983-2271.

TAIYA RIVER BAPTIST CHURCH: Located at 17th and State. Sunday school at 10 a.m., morning worship at 11 a.m., WWJD dinner Thursdays at 6:30 p.m. Call 983-2101.

Lodges & Clubs

B.P.O.E. ELKS LODGE #431: Located at 6th & State. Meets 2nd & 4th Thursdays at 7 p.m. Club room open daily for members at noon. EMBLEM CLUB #111 meets 3rd Thursday at 7:30 p.m.

F.O.E. EAGLES AERIE & AUXILIARY #25: Located at 6th & Broadway. Aerie meets 1st and 3rd Wednesday at 7:30 p.m. Auxiliary meets 2nd and 4th Tuesdays. Club room open daily for members at 11 a.m.

WHITE PASS LODGE #1 F.&A.M.: Located on 4th between Broadway and State. Meets 3rd Tuesday at 7:30 p.m. NAOMI LODGE #9 O.E.S. meets 1st & 3rd Fridays at 8 p.m. (dark June-August).

Nuggets of Information

Population: Skagway has 834 year-round residents, according to the State of Alaska's 2004 estimate, although it generally fluctuates from about 650 in January to more than 1,250 in July with the influx of summer workers. The largest minority, 5-6% of our residents, are Native Alaskans of mostly Tlingit origin.

Government: Skagway was the first city incorporated in Alaska on June 28, 1900, and remained a first class city, until June 5, 2008, when we voted to become the state's first, first class borough, the Municipality of Skagway. It has a mayor and six assembly members who serve three-year terms. It is supported by property taxes (8-plus mills), a 5% sales tax (3% in winter), and an 8% room tax.

School: Skagway School has an enrollment of 100-110 students in K-12. Mascot: Panthers.

Land/Elevation: Skagway is in a classic U-shaped glacial valley, that is slowly "rebounding," but only an inch or two a year. Its elevation ranges from sea level on the coast to peaks reaching upwards of 7,000 feet. The city's area, which stretches from the Canadian border to the Haines Borough, encompasses 452.4 sq. miles of land and 11.9 sq. miles of water.

Climate: On average, summer temperatures range from 45 to 67 F, although we've seen it get into the 80s and even 90s. Average winter temps are 18 to 37 F, but occasionally it will dip below zero. With a north wind, it can feel like 50- below. We get just 26 inches of rain a year and 39 inches of snow in town, although more than 20 feet can fall on White Pass each winter.

Summer Visitation: In 2007 a record 928,810 visitors came to Skagway; 820,744 arrived on cruise ships. The numbers are due to decrease by about 50,000 this year due to some shifts in ship scheduling.

Values: Median household income, according to the 2000 census, was $49,375, with average per capita income of $27,700. Largest employers are the visitor and transportation industries and government. About 4% live below poverty level. Homes this spring were listing up to $400,000.

The Basics: At the end of April, the price of unleaded gas had passed $4.20 a gallon, and milk cost about $4.50 a gallon, but The Skagway News, which compiled all this information, was still a buck.

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Visit us at: www.skagway.com • e-mail: info@skagway.com

Area Abounds With Many Things To Do

TIP: See map to help find these attractions!

MUSEUMS & EXHIBITS

Arctic Brotherhood Hall. This Broadway landmark, with its unique driftwood face makes it Alaska's most photographed building. Recently restored, it houses the City of Skagway Convention & Visitor Bureau's Visitor Center (see page 14).

Corrington Museum of Alaskan History. This museum located at 5th and Broadway tells the history of Alaska from pre-historic times to the present. More than 40 engraved walrus tusks and other exhibits detail events that shaped the evolution of the 49th state

Jewell Gardens and Garden City Glassworks. This show garden developed on the site of the historic Clark Farm just across the Skagway River bridge has grown in recent years to a showpiece of the "Garden City of Alaska" for tours and special events, including weddings. It also includes a new glassworks demo theater/factory.

Klondike Gold Dredge. Five minutes from downtown, located along the river about a quarter-mile after crossing the bridge, this new attraction features a reassembled gold dredge that worked the Sixtymile District near Dawson City. It first arrived in the north in Skagway in 1941 and was transported on the railroad and steamers to the Klondike. It was transported back to its home port of Skagway in 1999-2000. Gold panning too.

McCabe Bldg. – Skagway Museum and Archives. Located at the east end of 7th Avenue, this granite building was constructed in 1899-1900 as a Methodist college-preparatory school and was later sold to the federal government in 1901 when legislation provided public schools for Alaska. It served as the U.S. Court House until obtained by the city for a museum and offices in 1956. The U.S. Marshal's office, the U.S. Commissioner's office, and the jail occupied the first floor. District Court was held on the second floor in the former chapel of McCabe College. In 2000, the City of Skagway celebrated its centennial at the McCabe Building, which has served as City Hall and Skagway Museum since 1961. After a two-year renovation project, the museum moved back into the first floor and city offices into the second floor. Across Spring Street is Veterans Memorial Park with a World War Two Quonset Hut and a monument dedicated to Skagway servicemen who lost their lives in World War Two and the Korean War. Nearby on the 7th Avenue boardwalks are a Gold Rush Diorama and information panels on the Garden City of Alaska and Alaska Native culture. Across Pullen Creek on a trail leading south to 6th Avenue is a panel about the old Pullen House, a grand early hotel with nothing left in the woods but its stone fireplace and chimney.

Skagway Sculpture Garden, 8th and Spring next to Veterans Park. New in 2005, this unique outdoor garden of sculpture and Alaska art has been amassed by private collector Bob White and is now available for display and tours. Featuring the works of Sandy Scott and others.

Skagway Public Library, 8th and State. Read about the library's history from its organization through the Skagway Women's Club to present day. Old Skagway newspapers available to read. Rotating displays in the glass case in the entryway.

Yukon Suspension Bridge. Located high above the Tutshi River at Mile 20 Klondike Highway, this new attraction includes a swaying bridge across the chasm and outdoor museum exhibits about this unique area of the world.

PUBLIC PARKS & ATTRACTIONS

Skagway Centennial Park. Located at 1st and Broadway, this park features the city's Centennial Statue of a Tlingit packer leading a prospector up the trail in 1897, Rotary Snowplow #1, a time capsule, monuments, orientation signs, covered waiting area, water fountain, benches, and native plants.

Klondike Gold Rush National Historical Park - Skagway Historic District. Visitor Center at Second and Broadway (see page 12).

Pullen Creek Park & Fishery. Park between the small boat harbor and the railroad depot is a nice area for picnicking and fishing. King salmon run begins in late May, followed by pinks in August and silvers in September. At one time the school managed a hatchery on the creek, and it was even named Alaska Vocational Education Program of the Year in 1989. In recent years, salmon brook stock have been harvested by a Juneau hatchery, which raises new fry and ships them to Skagway for release.

Footbridge to Yakutania Point & Smuggler's Cove. Skagway's beloved footbridge is located south of the new airport terminal (see map). The bridge takes you over the Skagway River to this beautiful area of waterfront trails, exercise course, picnic spots and our cherished Pet Cemetery.

Mollie Walsh Park. Located at the east end of 6th Avenue, this small play park is a great area for "letting the kids loose" while you browse. It was named for a woman who befriended miners on the trail at Log Cabin. A bust was placed here by a long lost lover, Packer Jack Newman, after Mollie left with another man and met an untimely death.

Gold Rush Cemetery & Reid Falls. Located about 1.5 miles from the Historic District. Head north on State Street until you see the sign just before the bridge. Follow signs a half mile past the railroad shops to the graveyard. A cemetery guidebook can be purchased in town which tells the history of the cemetery and some of the characters buried therein, including desperado Soapy Smith and town hero Frank Reid. The falls, named for Reid, are a short walk up the hill.

Skagway Overlook. This turnoff and platform, located at Mile 2 on Dyea Road, affords a wonderful view of the downtown area, waterfront and peaks above Skagway (see geography section). It was originally built by the U.S. Army during World War Two.

Skagway Centennial Statue, seen after a light dusting of snow, depicts a gold rush trail scene with an eager prospector being led by a Tlingit packer. It was completed in 1997 during our centennial celebrations. *- Gov. Brady*

Dyea Unit - Klondike NHP. The Dyea valley is accessed by an 8-mile mostly gravel road from Skagway. Turnoff is at 2.1 Mile on the highway. ***Narrow Dyea road is not recommended for long or wide vehicles.*** It passes a turnoff to Yakutania Point (Mile 3) and swings around Nahku Bay (Mile 5), home of the remains of the bark *"Canada" (seen at very low tides)*, and then winds around the point to the old townsite. Dyea was as large as Skagway during the gold rush, but all that's left now are a cemetery and the scattered remains of a wharf and buildings. Favorite stops are the Chilkoot Trail head, Dyea flats and Slide Cemetery, where 40 graves bear the date of the Palm Sunday avalanche on the Chilkoot Trail in 1898. Free guided "Dyea Townsite Tours" begin at 2 p.m., June-August. Pick up a map at the Dyea Ranger Station and meet at the old townsite parking area.

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– Casey McBride and Marcia Cook, Designer/Goldsmiths

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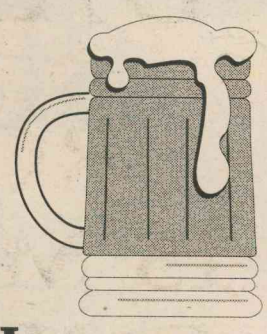

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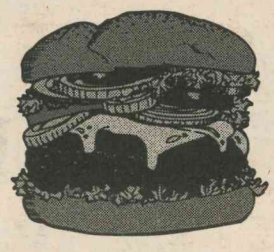

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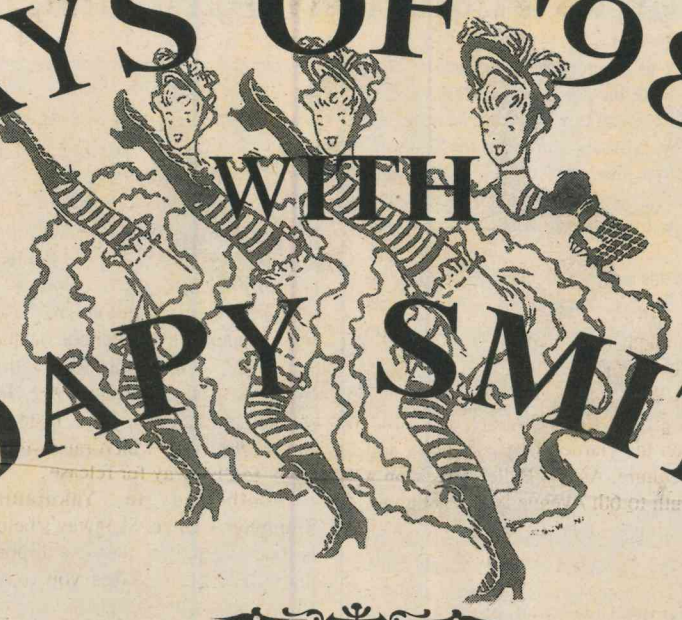

The Story of Skagway's Notorious Con Man, Jefferson Randolph "Soapy" Smith

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Skagway Traditional Council: Modern Tribal Government in Historic Setting

By Lance A. Twitchell
(Lukaaxh.ádi)

Gunalchéesh. Yak'éi haat i yigóodi a kaadei haa léelk'u hás aaní. Ch'áagu dax Shgagwéi yoo duwasáakw haa léelk'u hás aaní, ka Lingít aayí áyá yá aan. Haa Kustéeyi a toodéi haa léelk'u hás aaní, ka haa Lingít yoo x'atángi tsú. K'idéin ye latíni haa léelk'u hás aaní, ka awoonéi ch'a ldakát át yís, ách áyá x'alatséenx yá aaní uháan yís. Yéi áwé. Ch'áagu dax yéi áwé, ka yéi kkwatee tsú. Gunalchéesh.

Thank you. It is good that you have come to walk upon the land of our grandparents. Since long ago, this land has been called Shgagwéi, which means "roughed up or bunched up water" or "white caps" and this is Tlingit land. Our culture is within this land, and our language is rooted in its soils. Watch over this land closely, and respect all things, because this land is sacred to us. It is so. Since long ago, it has been this way and it will be this way into the future. Thank you.

The history of Skagway is complex. Like many places throughout the United States, what is viewed as discovery and opportunity for wealth from the perspective of American culture is in reality the invasion of the traditional territory of an indigenous population. Many organizations celebrate the gold rush of Alaska without ever recognizing that it marks a time of tremendous suffering, loss, and the onset of oppression for Skagway's first people. Despite this, the Tribe is attempting to bridge the gaps that exist in and around our community from a tribal perspective; many of which originated with the Gold Rush.

Héen Agunatáani Hít — the new home of the Skagway Traditional Council on Pullen Creek.

To understand this area, we should begin with the traditional names of the area. Skagway has retained a large portion of traditional place names even though the presence of the language and culture is not at the same level as other Southeast Alaskan communities. This fact shows the Tlingit people's historical connection to this land.

The name Skagway comes from the word **Shgagwéi** which means "bunched up or roughed up water" and refers to the whitecaps that form from strong winds. The point just west of Skagway is **Yaakw Deiyáa.aa** which is "A Place to Pack a Canoe" and is commonly called Yakuta-nia Point. Continuing west, the next valley is **Náxk'w** or "Little Halibut Hook" which is commonly called Naakhu Bay. Then there is the valley of **Deiyáa** (Dyea) which means "To Pack" and refers to access to **Shaa Shakee** which is "Top of the Mountain" and is known as the Chilkoot Trail. Finally, the word Chilkoot comes from **Lkóot** which refers to the entire area from the eastern side of Haines up to the entire Skagway area.

These place names are rooted in the land, often having significance dating back thousands of years. From a Tribal perspective, they have much more significance than to name a place after someone whose personal history is dwarfed by that of a culture's lifespan. For instance, the com-munity of Haines is traditionally called **Deishú** which is "End of the Trail" and refers to its place within Tlingit territory and the traditional trade routes into the interior.

Over the last hundred years, the geological and cultural landscape of Skagway has changed dramatically. Once a small valley full of trees and natural streams; modern Skagway is a collection of historic facades, gravel landfill, and sizable docks that stretch out like fingers towards oncoming tourists. This place was once a vital bridge between Coastal and Interior indigenous groups, who relied upon routes into the interior to trade the riches of the sea for those of the land. Inland groups savored preserved salmon, fish and seal oils, and sea vegetation; and bartered with invaluable copper, moose and caribou meat, and hides.

Chilkat Dancers Ray Dennis, Lance Twitchell, Andy Gamble, and Lee Heinmiller celebrate at the STC Community Center dedication on April 16, 2005. *Photos by Skagway Traditional Council*

To this day, trade continues with Coastal and Inland tribal groups. These activities, until recently, had all but subsided because of the United States-Canada border, which effectively separated families, tribes, and traditional relationships due to regulations and a reluctance to recognize cross-boundary indigenous rights and relationships. Recent meetings between the Skagway Traditional Council and the Carcross-Tagish First Nations have begun to address and resolve cross-border issues including traditional trading practices, historical migration patterns, and the use and ownership of the Chilkoot Trail.

The Skagway Traditional Council (STC) is a federally recognized Indian Tribe pursuant to the Indian Reorganization Act of 1934, and is the governing body for Alaska Native and American Indian activities in the Skagway area. This means that the STC is a domestic sovereign body within the United States that has an inherent right to govern activities involving tribal members and the traditional Tribal territory of Skagway's indigenous Tlingit population. The Tribe has been strongly active since 1999, and recently constructed a 3,600 square foot Native Community Center.

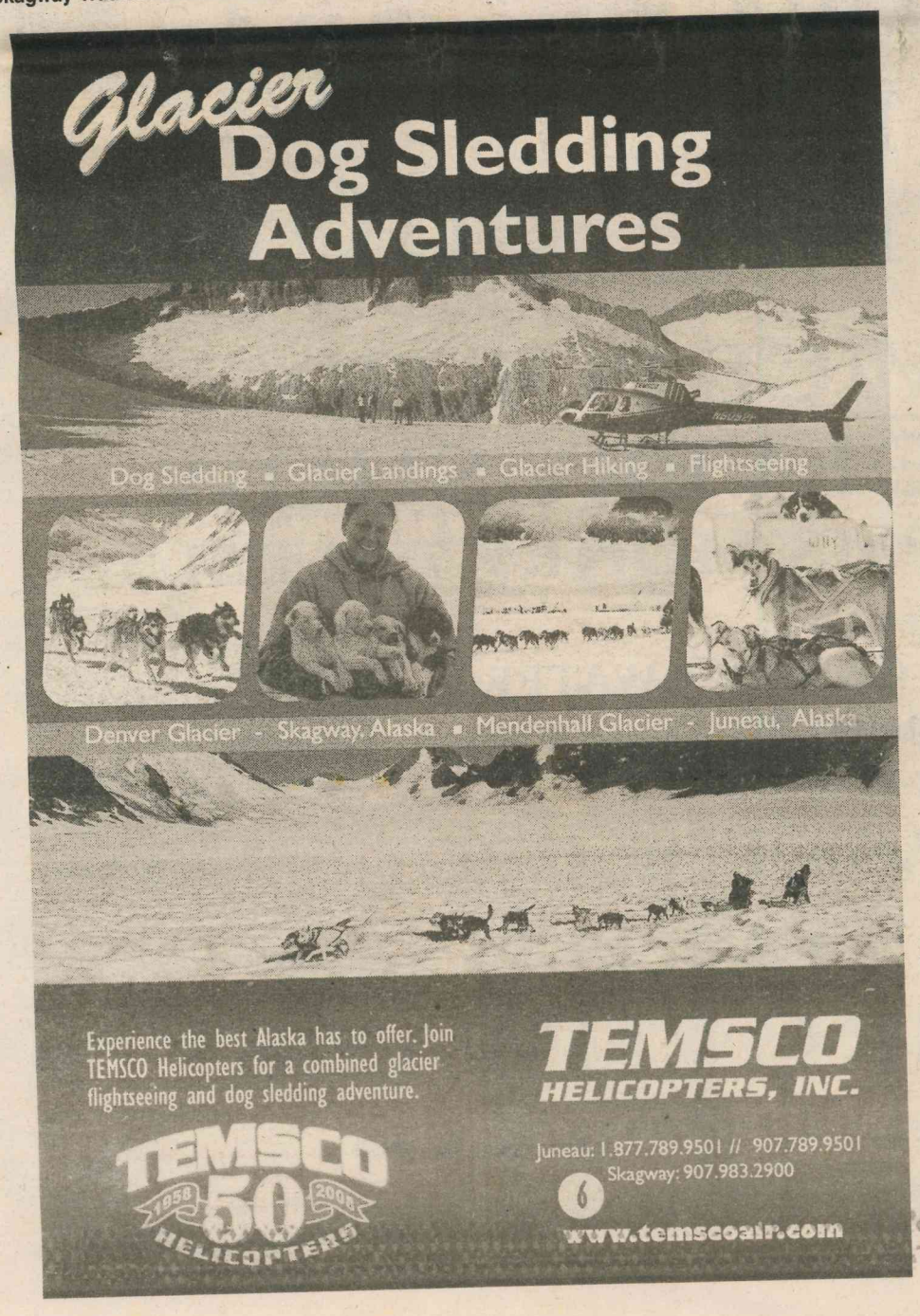
This Center is home to the Tribal Offices and will house numerous community activities, such as cultural classes (language, art, protocol); adult learning opportunities (proposal writing, grant management, basic accounting); community meetings; and traditional functions like the **ku.éex'** (often called a potlatch, party, or memorial). In order to prepare the facility for such activities, the building was dedicated in a traditional manner on April 16, 2005. This dedication called for a feast, particular songs and dances, memorials, money and gift distribution, name giving, and witnesses from local clans and traditional leaders.

Marion Twitchell and tribal elder Dorothy Dennis wear traditional robes and headwear.

The building was given the name **Héen Agunatáani Hít** which is "Whitecaps on the Water House" referring to an interpretation of the name **Shgagwéi**. To commemorate the event, the STC distributed one-hundred white baseball caps with the name of the building embroidered on the front. The dedication of the building was a true celebration, as the entire com-munity helped breathe life into the only structure the Native community has owned in over a hundred years.

Like the learning of our language, and understanding of our culture, the completion of this building signifies an awakening of the Native community in Skagway and the increasing awareness of how to properly involve the tribe in community activities. Relationships are growing at all levels in and around the community involving the Tribe and other parties.

In all things, there is progress, and our people have always lived our life by the tides. The tide had gone out on our people in our ancestral land, but it has now returned. It is a wonderful time to be alive; to see young people learning our endangered language, to see them dancing and understanding who they are by their heritage. And the sharing of this helps our entire community grow. Thank you for visiting, and for taking time to learn about Skagway's first people.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Skagway Traditional Council

Shgagwéi (Skagway)

"Rugged" or "Wrinkled" - refers to the effects of the strong North Wind on the waters of northern Lynn Canal, which generates rugged seas and "wrinkled up" waters. Could also refer to the collecting of clouds on the mountain tops at the back of the valley (Emmons, SENSC 1995-2001).

"The Beautiful One" - could refer to a term for the mountain known as "Face Mountain" which is located southwest of Skagway and has been referred to as a depiction of a "beautiful Tlingit woman" by local elder Richard Dick.

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July 8, 1898: Who Shot Soapy? Who Knew What?

Sinner Soapy Smith Murdered

By JEFF SMITH

It seems most every "outlaw" in the old west who died violently has a controversial death attached to their story. Did they really die? Who really killed them? Well, Soapy Smith is no exception.

Most historians who write about Soapy Smith comment about the "second shooter" and many agree that Frank Reid was not the man who killed Soapy Smith even though the Skagway newspapers state otherwise. So who do I think killed Soapy?

The man's name was Jesse Murphy, one of the four guards on the wharf (Reid, Tanner, Murphy, Landers) to block Soapy's entrance into the vigilante meeting on the night Soapy was killed (July 8, 1898).

Witnesses, including J. Tanner, one of the guards who became the new U.S. Deputy Marshal. wrote about what they saw and then quickly became silent about it. Fortunately for us, Tanner had already informed the commander of the North West Mounted Police, Sam Steele, in writing just hours after witnessing him do it, that Murphy was the one who had shot Soapy and not Reid.

MURDER!

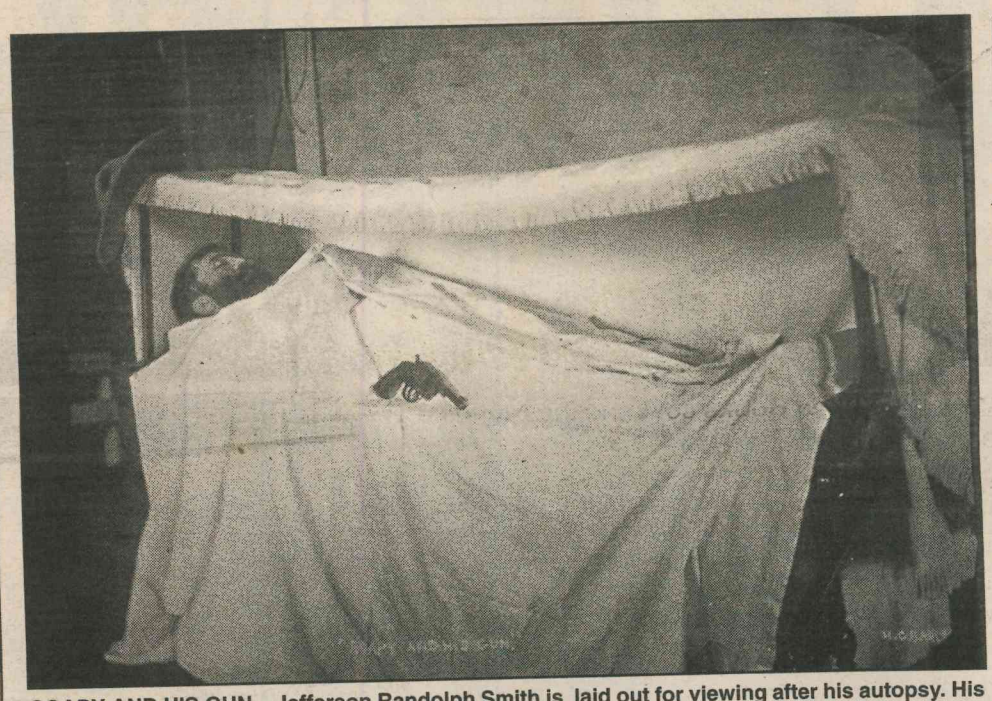
From witness accounts, Soapy Smith had a Winchester (model 1892, .44-40) rifle and after briefly exchanging gunfire with Frank Reid (both being wounded), Reid fell to the ground (probably unconscious). Murphy then wrestled the rifle away from Soapy and turned it on him, executing Soapy with his own rifle with a shot to the chest.

Credit for the death of Soapy was given to Frank Reid for political reasons. In Skagway, Alaska, where this all occurred, federal troops had been threatening martial law. It was decided to publish that Soapy and Reid had killed each other rather than have martial law take control from the victorious vigilantes who now ruled supreme.

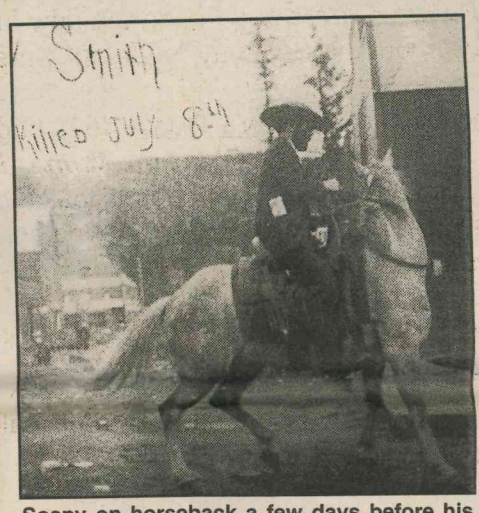
Soapy had a wife, Mary, and three children, Jefferson, Mary and James, all in St. Louis. He sent them over 1,000 letters from Skagway.

She came up to Skagway less than a month after the shootout. Accounts of her husband's

~ CONTINUED ON P. 10 ~



SOAPY AND HIS GUN – Jefferson Randolph Smith is laid out for viewing after his autopsy. His hat and gun, a .44 colt revolver, are prominantly displayed, fitting for one of the last great outlaws of the Old West. *H.C. Barley photo courtesy of The Brackett Family Collection, c/o Cynthia Brackett Driscoll, 1221 SW 4th St., Grand Rapids, MN 55744*



Soapy on horseback a few days before his death. *Shorthill Collection, Alaska State Library*

Saint J.D. Stewart Conned & Robbed

GOLD STOLEN AT JEFF'S PLACE! TESTIMONY BY J.D. STEWART.

On the morning of July 8, 1898, British Columbia resident John D. Stewart went into Jeff Smith's saloon to have a drink. Twenty-four hours later, the town of Skagway found a dead conman in the morgue, a dying hero in the hospital, a newly appointed special deputy at the head of a posse of forty-some vigilantes, and Mr. Stewart, who started it all, was missing about $2600 in gold dust. Stroller White, *The Skaguay News* associate editor, claimed the now-dead Jefferson Randolph "Soapy" Smith and his gang had stolen the gold. Smith's men vowed they'd won it fair and square in a gambling game. The law would not cast judgment for five more months. When it did, it sided with J.D. Stewart: Soapy Smith's cohorts, Turner Jackson, Van B. Triplett, and John B. Foster had conned the miner out of his hard-earned poke of gold dust.

Until recently, the world hadn't heard the story from Stewart's point of view. Over the years, interest in the tale had caused the first-hand evidence to disappear from archives and collections. Copies of trial testimony in the National Archives currently include only summaries, not verbatim transcriptions. Alaskan newspapers during the trial dates have ended up in private collections, being held back, perhaps for the day someone can make a great deal of money selling a rare copy of *The Skaguay News*, *The Daily Alaskan* or *The Juneau Dispatch* with first-hand testimony from the trial of Soapy's gang.

Today, what most people believe happened is what was told by *The Skaguay News* in its Special Issue dated July 8, 1898,

~ CONTINUED ON P. 24 ~

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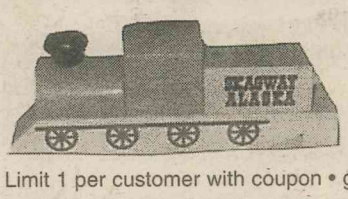

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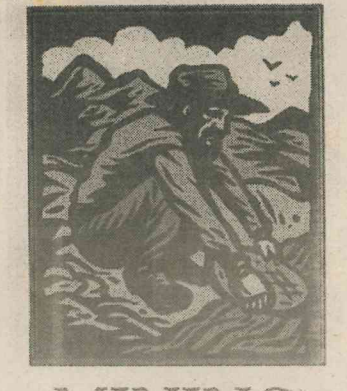
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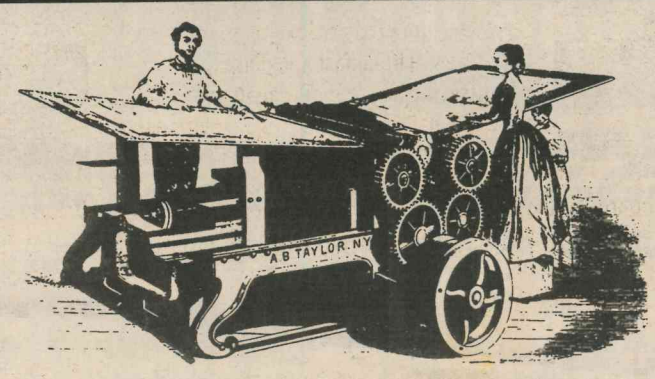

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SINNER.....From p. 8

real death were secretly disclosed to her by friends of Soapy's when she and my grandfather Jefferson came to collect the estate in August 1898. They stayed up there about a month.

Many other details as well as documentation will appear in my biography of Soapy Smith, which is in the final editing process. It is due to be published by Klondike Research of Juneau in 2009.

We were very lucky. Mary saved everything. Some letters were confiscated after Soapy's death by Tanner, and were lost or stolen before he could publish them.

The collection went to the three children who settled in California and Wisconsin. My father Randy got about a third. The only thing he got rid of was the clothing which was starting to deteriorate.

I first came up to Skagway in 1974 for the first Soapy's Wake, and I've been up there about five times. Every year we have our own wake in California at the Magic Castle in Hollywood. It draws 200 to 500 people a year and fills the place. This year it's on July 12, the Saturday closest to July 8.

For more information about the wake and Soapy, visit my website. See what's new at www.soapysmith.net

Jeff Smith is the great-grandson of Soapy Smith and president of The Soapy Smith Preservation Trust. He lives in Corona, California.

An early visitor to Soapy Smith's grave. *Bonnell Collection, Univ. of Alaska Fairbanks*

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SKAGUAY ALASKAN
2008
GOV. WILLIAM J. "JEFF" BRADY
Editor & Proprietor
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Klondike Gold Rush National Historical Park Vistor Center in Original WP&YR Rail Depot

The **Klondike Gold Rush National Historical Park Visitor Center**, is located in the restored 1898 rail depot (red building) at 2nd and Broadway and is open daily, 8 a.m. to 6 p.m., early May-late Sept. The "VC" and the lower level of the adjacent administration building house National Park Museum exhibits and historic photos of Skagway, Dyea, the trails, and the rail depot.

"Days of Adventure, Dreams of Gold"

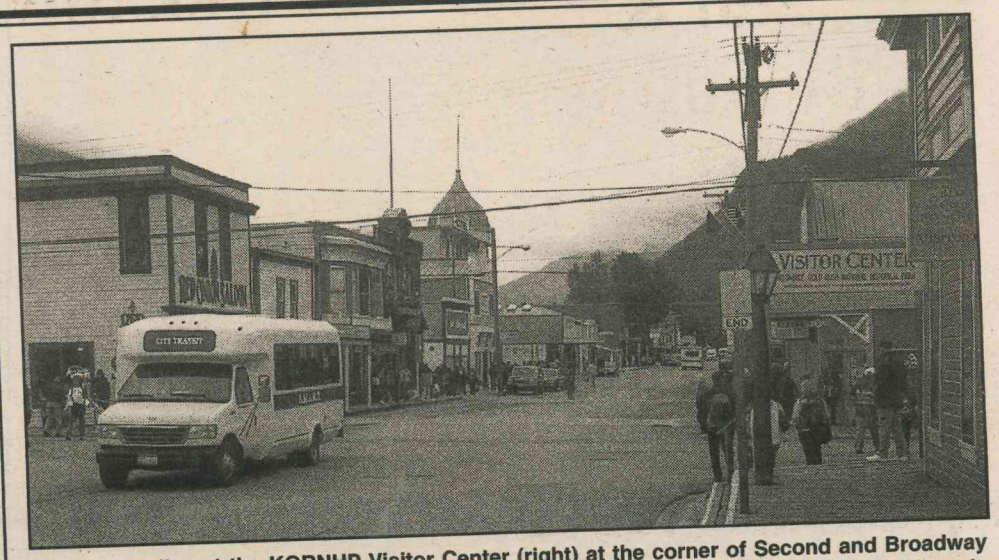
The theater in the KGRNHP Visitor Center features films and talks daily. A free half-hour film, *"Days of Adventure, Dreams of Gold,"* an excellent film about the gold rush narrated by Hal Holbrook, plays on the hour except at 10 a.m. when rangers or guest speakers present slide shows about various aspects of gold rush history, natural history, and other topics.

Evening Programs at Visitor Center

Join the park every Monday and Friday for a full evening of programs. Starting at 6:00 p.m. is Klondike Offerings – these programs will include ranger talks, special guest speakers, or films. Each week inquire at the Visitor Center, or call 983-2921 for updates on program titles. Then at 7:30 p.m. join us for a Howling Good Time with Buckwheat, a true Alaskan character, performing Robert Service poetry.

Junior Ranger Program

Learn, protect, and explore - that is what being a Junior Ranger is all about. If you are young, or at least young at heart, and are looking for something to do while in Skagway, stop by the Visitor Center and ask a ranger about Klondike's Junior Ranger program. The park has booklets for ages 8 and under, and ages 9 and up.



Visitors stroll past the KGRNHP Visitor Center (right) at the corner of Second and Broadway near the entrance to the Skagway Historic District, Alaska's best preserved national landmark.

Walking Tours of Historic District

Interpretive rangers also give walking tours of the Skagway Historic District at 9, 10, 11, 2 and 3 during the summer. Meet at the lobby.

For more information about these and other programs, stop by the VC.

The seven-block corridor along historic Broadway Street contains many restored private and park-owned structures used by commercial businesses.

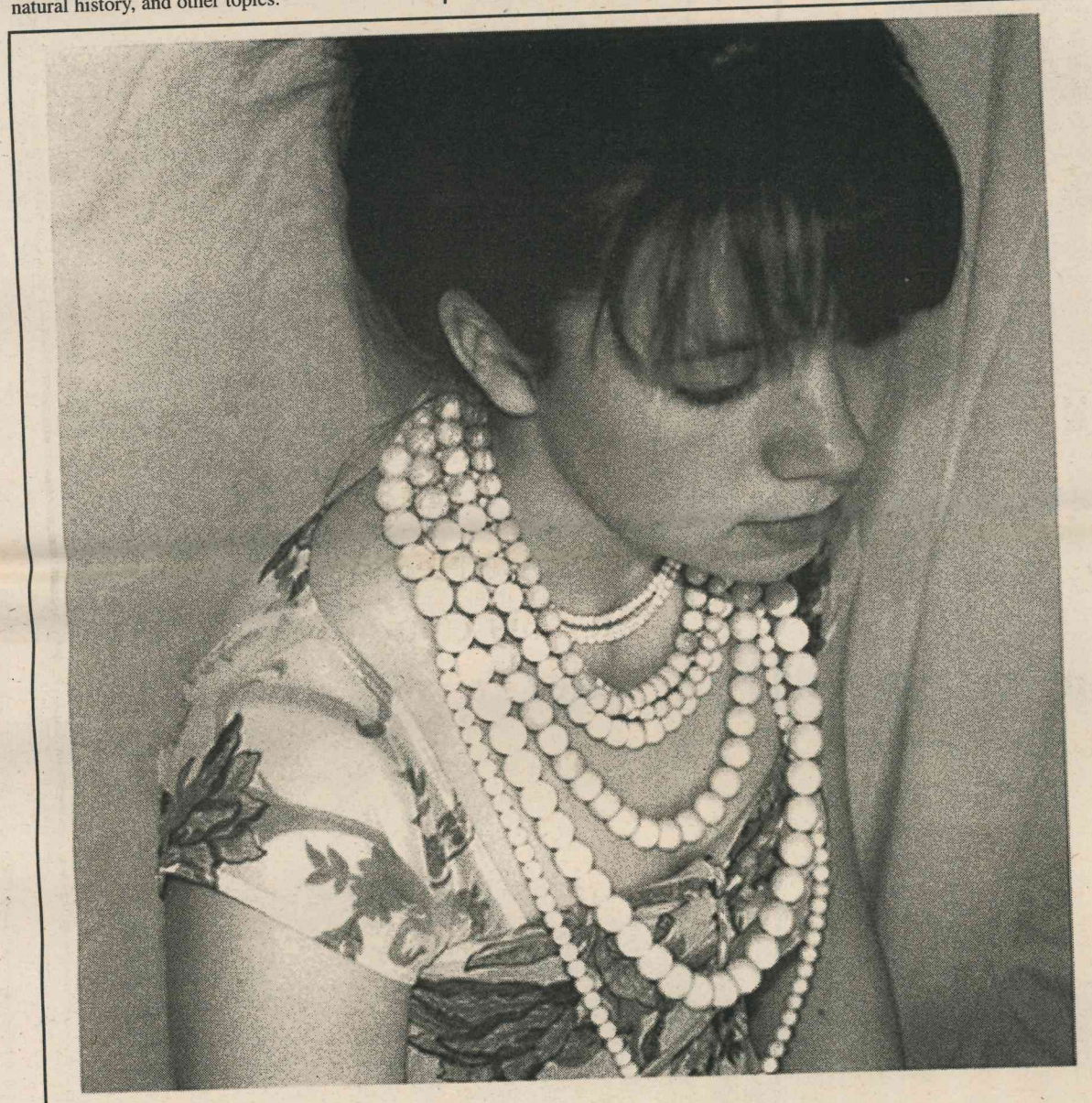
In addition to the exhibits at the old depot and administration building, the park operates the **Mascot Saloon** exhibit about 1898 city life at 3rd & Broadway, and the **Moore House** at 5th & Spring, the homestead of early settlers William and Bernard Moore.

Historic District Guidelines

The remarkable historic appearance of Skagway is not by accident. Construction in the Historic District is regulated by the City of Skagway's Historic District Guidelines, which attempt to keep a historic look for the periods 1898-1910 for buildings and 1897-1929 for signs.

Over the past two decades, many public and private restorations, as well as new construction projects in the district, have had to follow these guidelines, supervised by the local Historic District Commission.

All buildings also must have fire sprinkler and warning systems. Skagway has been spared a major fire – one of the main reasons it is so well preserved.



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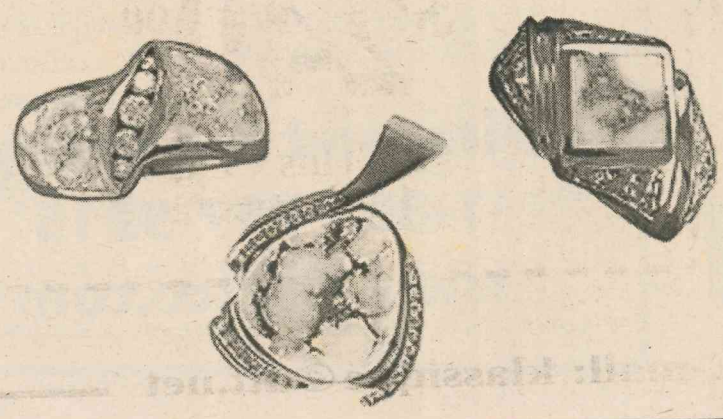

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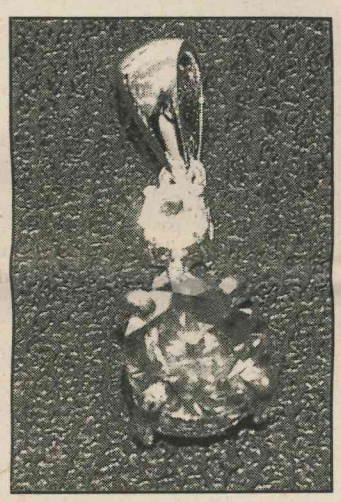

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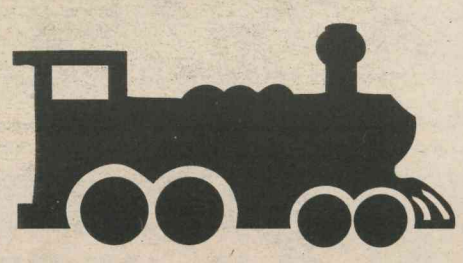

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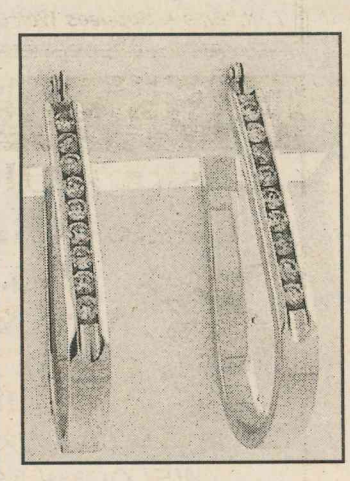

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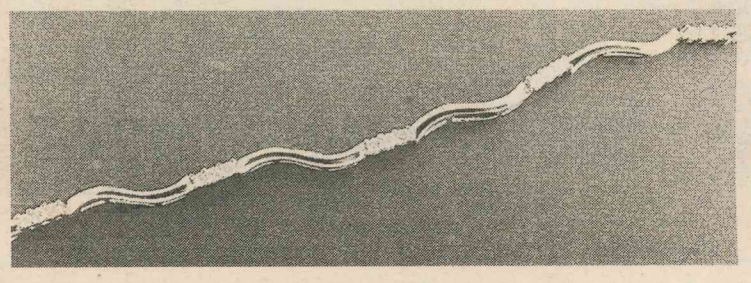

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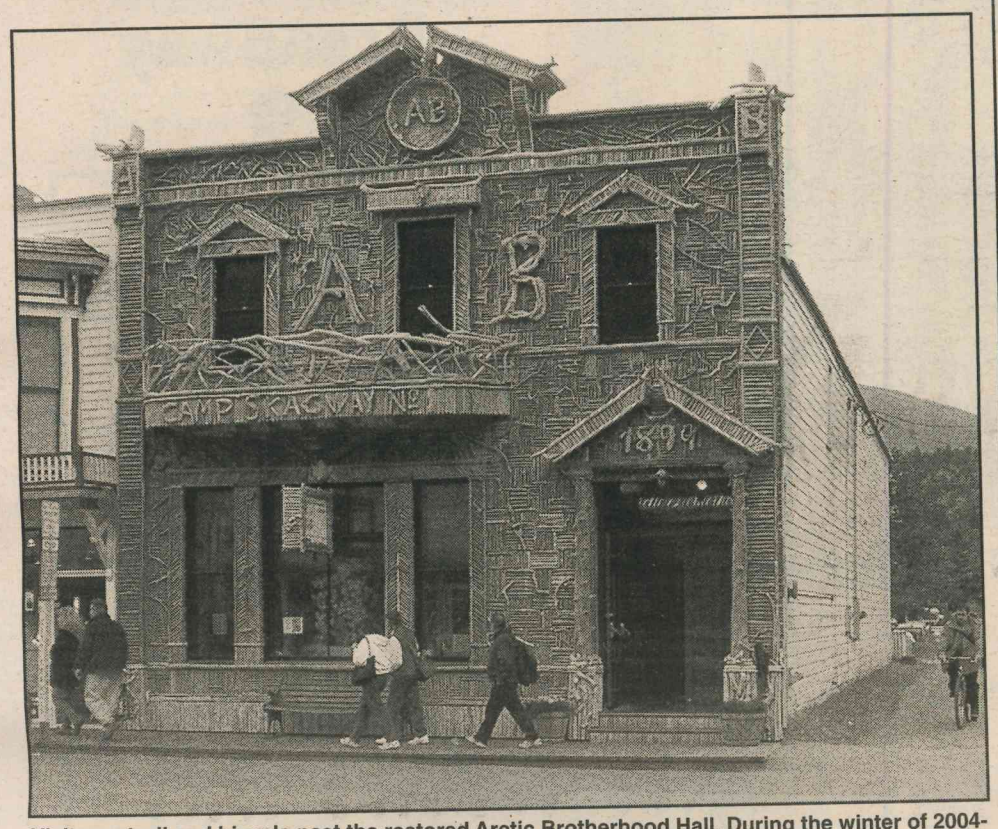


Visitors stroll and bicycle past the restored Arctic Brotherhood Hall. During the winter of 2004-2005 local restorers Jeff Mull and Jeff Litter removed, treated and replaced many of the 8,833 sticks of driftwood, first placed on the building for the now-defunct fraternal order in 1899 by artist Charley Walker. Stop in and the friendly Skagway CVB staff will assist you.

Skagway Visitor Center Welcomes All

The **Municipality of Skagway's Visitor Information Center** is located at Arctic Brotherhood Hall (Broadway between 2nd and 3rd). Operated by the Skagway Convention and Visitors Bureau, the visitor center is open 8 to 6 daily during the summer, and 8 to 5 weekdays in the winter. A helpful staff member will answer your questions. Walking tour and trail maps are available as well as many local and regional brochures. Watch for special programs in the main hall during the visitor season, including the annual Eastern Star Flower and Garden Show in

Choo Choo News

Fifth Straight Record Year for WP&YR, Carcross Service Resumes

The Skagway News

Despite a number of operational challenges, the White Pass and Yukon Route in 2007 hauled 30,000 more passengers than in 2006, setting its fifht straight seasonal record. WP&YR President Gary C. Danielson said the railroad's final passenger tally was 461,388, compared with the previous records of 431,249 in 2006 and just over 430,000 in 2005.

"2007 was a very good year in numbers of passengers...," Danielson said. However, he said they could have carried "several thousand more" if not for some early confusion on tour vending legislation and "several challenges due to the wash-out at Mile 41.7 (in July) and flooding in the Southern Lakes district.," he added.

About halfway into the 2007 season, the new Carcross service was suspended, but all of the booked Holland America passengers were "bused around" and able to take the railroad into Bennett, he noted. It did lose an unknown number of independent travelers who may have taken the Carcross train, he added.

The record snow-pack over the 2006-2007 winter was a huge challenge for the Maintenance Of Way crews, but they "did a wonderful job in opening the line up on time,"

The company was able to settle contracts with its two unions, and it also made upgrades to the Broadway and Ore docks.

Looking ahead to 2008, steam Engine No. 73 goes in for early season maintenance in the spring, and steam Engine 69, which was in the rail shops most of last summer, will do steam duty at the start of the 2008 season.

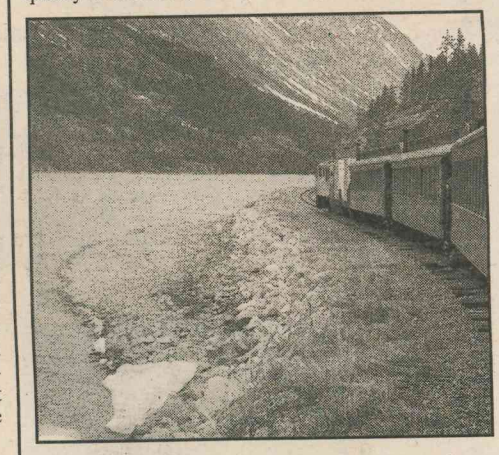
The Carcross rail program will continue to be the prime mover of Holland America passengers between Skagway and Whitehorse. Although the lake levels in the Yukon finally dropped in the fall, work on the water-damaged railbed along Bennett Lake will not take place until spring, when crews can address possible frost heaves from the ground being moist. That work should be done by the end of May when the Carcross service begins.

"In spite of all the challenges, Carcross had a successful first year of operation and we are looking forward to expanding our services at Bennett," he said. "We still have upgrades to do in our service, but, for our first year, I am pleased overall."

WP&YR spent almost $8 million reconstructing the track, five cars have been restored and five more were purchased for the route. Danielson said the company is working on creating more charter and incentive type business for the Bennett operation, such as a new combination of rail-tour programs.

"Everyone was very excited about the return of the railroad up to Carcross and the return of the hot lunches at Bennett," said Historical Research Director and WP&YR tour guide Doreen Cooper. She was involved with several aspects of the new route, helping write and produce the walking tour brochure for Bennett, and training and working with train agents. "We're all really excited," she said.

The 2008 year started on the right track. Porthole Cruise Magazine announced in its Feb. 2008 issue that the railroad was named Best Alaska Shore Excursion. The magazine is in every state room on cruise ships sailing around the world. "I think that's a testament to all our employees, both on the train and in all facets of railroad operations, to make sure the quality of service is there," Danielson said.



A WP&YR train bends around a curve along Bennett Lake during one of its first trips back to Carcross, Yukon in June 2007.

Casey Dean, Skagway News

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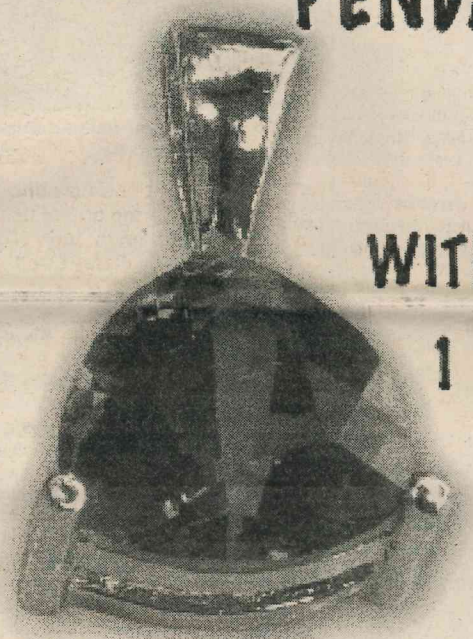

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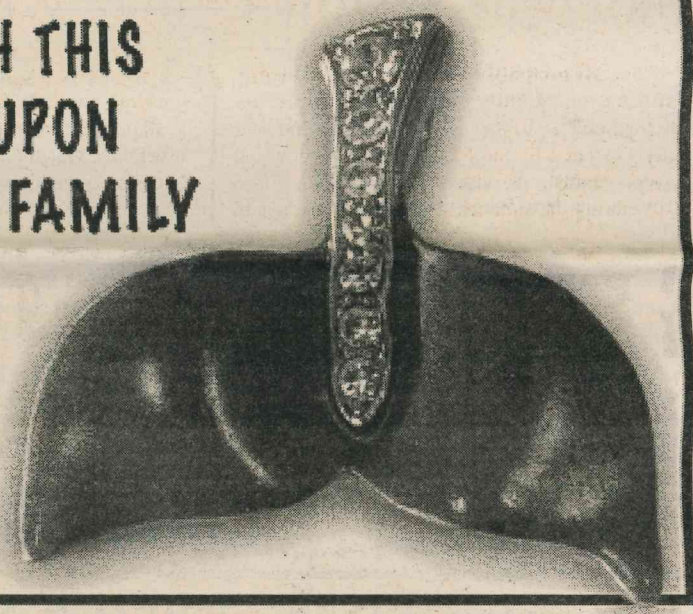

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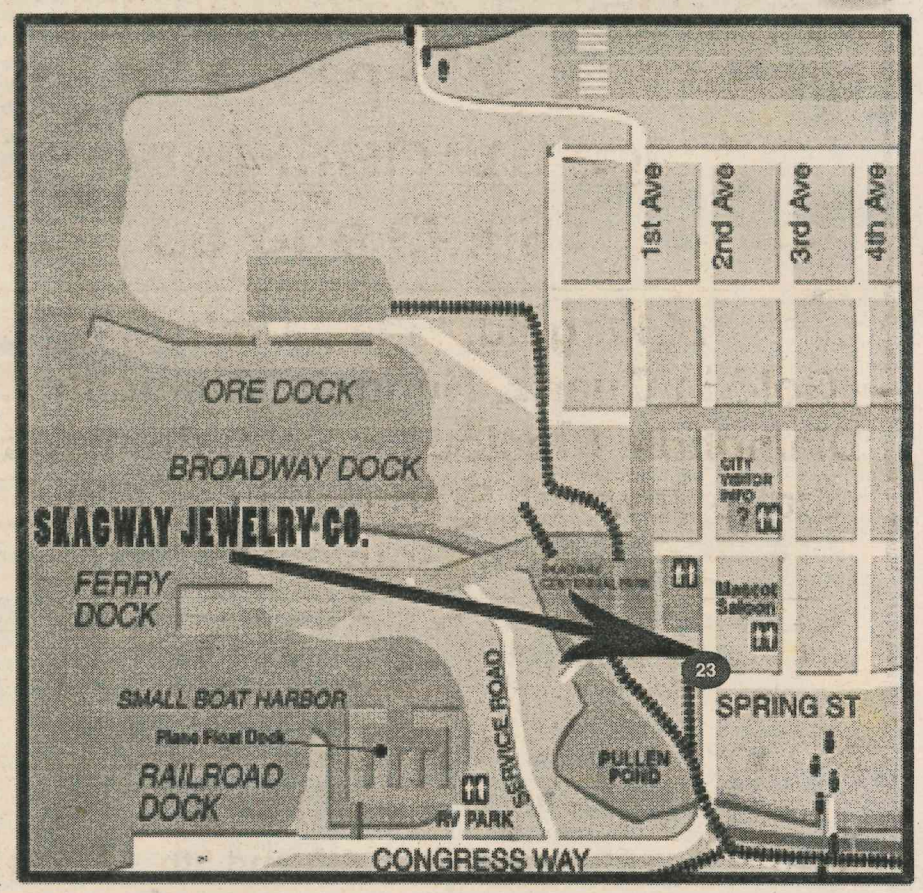
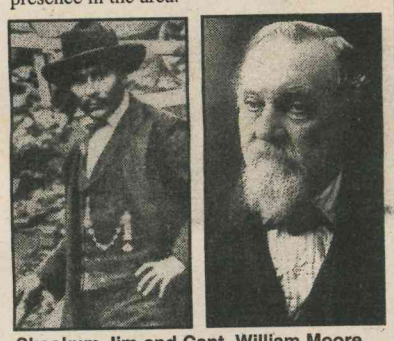


The Skagway, Alaska Century: Year-by-Year

Pre-1887 - Skaqua or Shgagwéi, as it is known by the Tlingit, a windy place with "white caps on the water," is used by Chilkoots and Chilkats for hunting and fishing. A few of these Native Americans settle in the quieter areas of Smuggler's Cove, Nahku Bay and Dyea, head of the Chilkoot trail, a centuries-old Indian trading route becoming popular with early prospectors heading into the Yukon. In the 1880s, U.S. Navy and Army patrols establish federal presence in the area.



Skookum Jim and Capt. William Moore *Klondike Gold Rush NHP*

1887 - In June, Skookum Jim, a Tlingit packer from Dyea and Tagish, leads Capt. William Moore, a member of Canada's Ogilvie survey party, over a new pass up the Skaqua river valley. It is later named White Pass for the Canadian Interior minister. In October, Moore returns with his son, Bernard. They lay claim to 160 acres in the valley floor and begin work on a cabin and dock. They call the place Mooresville.

1894-95 - Northwest Mounted Police patrol lands in Skagway and Dyea on way to Yukon to establish Canadian presence in area. First group of prospectors hike Moore's crude trail over White Pass.

1896 - On Aug. 17, gold is discovered by Skookum Jim, George W. Carmack and Dawson Charlie on Rabbit Creek, later called Bonanza, a tributary of the Klondike River, 600 miles from Skagway.

1897 - Moore opens trail on July 14, just before steamships Excelsior and Portland arrive in San Francisco and Seattle with famed "Ton of Gold," setting off Klondike Gold Rush. On July 29, the steamer Queen *lands at Moore's wharf, the first of many* stuffed with hundreds of gold seekers. The Moores are overrun: Mooresville is re-platted by surveyor Frank Reid as Skaguay. Later that fall, a post office, and the first church (Union), and newspaper (Skaguay News) are established. Many pack animals perish on crude White Pass, which will be dubbed "Dead Horse Trail." George Brackett builds toll road to White Pass City, a tent city 15 miles up the valley. Canadian Mounties begin to guard the passes, although their government is claiming territory including Skagway, where they briefly establish a post.

1898 - Skagway booms to 8,000 to 10,000 population. Daily Alaskan newspaper

Train on Broadway. *Skagway Museum*

appears. Chamber of commerce and volunteer fire department organize. Construction begins in May on White Pass & Yukon Route Railroad after an agreement is secured by Close Brothers of London to purchase Brackett's road for a right-of-way. Unofficial city government forms and allows railroad tracks up Broadway. First school opens in Union Church in June. Criminal element led by Soapy Smith reigns until he is shot and killed by an angry mob led by Frank Reid on July 8, four days after he stood on the podium with Gov. John Brady at Skagway's first Independence Day celebration. U.S. Army, stationed in Dyea, restores order. Reid dies from wound and is given a hero's funeral at the town cemetery on the outskirts of town. Spelling changed to Skagway by post office, and most businesses reluctantly follow. Townspeople are called Skagwayans.

1899 - City has two more newspapers, the Daily Budget and Alaska Traveler's Guide. Railroad contractor Mike Heney's crews advance the line to the summit in February and Lake Bennett in July. Building boom continues with construction of prominent city structures like Arctic Brotherhood Hall, and McCabe College, which is built on land donated by Capt. Moore. He builds his own showplace home nearby. Some buildings are shipped over from declining Dyea. School moves into new building on 11th. But the city becomes fire-weary after seven downtown buildings are destroyed in May, and a forest fire destroys Army post near Dyea. The troops, most of them black Spanish American War vets, move to Skagway.

1900 - Census is taken in Skagway, recording 3,117 residents. On June 28, Skagway becomes the first incorporated city in Alaska on a vote of eligible property owners, 246-60. It beats Juneau by a day. On July 29, the WP&YR is completed between Skagway and Whitehorse with a golden spike ceremony at Carcross, Yukon. Ornate WP&YR administration building completed next to rail depot at Second and Broadway. Railway also builds a hospital.

1901-02 - McCabe College closes and building is sold to federal government for courthouse. H.D. Clark farm established across river. Charley Walker sends vegetable display to Portland Exhibition. Moore townsite

Union church housed first school. *Skagway Museum*

claim settled, Moores get 60 of original 160 acres and compensation. Harriet Pullen leases and then purchases Moore's stately home and opens hotel called Pullen House. Herman Kirmse organizes first garden show in 1902. On Sept. 14, a man attempts to rob the Canadian Imperial Bank of Commerce branch on Fifth and blows himself up by accident, along with cash and gold dust, some of which is recovered after mining the street. The man is never identified. Dentist L.S. Keller ends up with skull. Troops begin work on Fort Seward near Haines, where they will be transferred permanently in 1904.

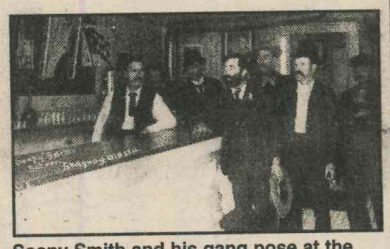
1903-05 - International Boundary dispute finally settled in 1903 with borders set at tops of mountain passes. Skagway News closes in 1904, leaving only the Daily Alaskan. Bobby Sheldon, 14, builds first automobile in Alaska for 1905 Fourth of July parade. He will later drive first car and run tours over Alaska's first highway between Valdez and Fairbanks, where the Skagway car will end up in the University of Alaska museum. In December, a meeting is held in Skagway about building a road from here to eventually connect with the Valdez road.

1908-10 - A number of buildings are relocated to Broadway from other parts of the city to develop a business district concentrated around the rail line. Among those moved are the Red Onion Saloon and the Golden North Hotel, owned by the Dedman family. The family later will take over E.A. Hegg's photo shop.

1912-13 - Fire on hillside above Lower Dewey Lake destroys P.E. Kern's Castle, a hotel in the woods. J.M. "Si" Tanner, a popular marshal and hardware store owner, is elected to Alaska's first Territorial Legislature in 1913.

1914 - Major Richardson of Alaska Road Commission approves rough four-mile road up west side of river. Local crews led by Herman Olson and Charlie Nye get a quarter-mile further to the "Rock Wall."

1915-17 - Alaska Women's Temperance



Soapy Smith and his gang pose at the bar in Jeff Smith's Parlor. *Pesier photo/SN*

Union meets in Skagway and writes "Alaska Bone Dry Act," which Legislature will later adopt ahead of national prohibition movement. Martin Itjen operates first Skagway Hack, doubling as a taxi and coal delivery truck. His business will evolve into the popular Skaguay Street Car Co. Itjen acquires Soapy's Parlor for a museum; one of his artifacts is the bank robber's skull which he acquired from Dr. Keller, who has taken over the fledgling Alaskan. Keller coins the term "Garden City of Alaska." A new bank opens in 1916, the Bank of Alaska. It will pioneer branch banking and grow under the Rasmuson family into the largest bank in Alaska. Itjen's friend, George Rapuzzi, establishes Pet Cemetery across river where his dog loved to chase rabbits.

1918 - Saloons close. On Oct. 23, SS Princess Sophia leaves Skagway with 343 aboard. That evening she strikes Vanderbilt Reef in a blinding snowstorm near Juneau. Captain gambles on tide lifting ship off reef. After two days of weather deemed too rough for a rescue by smaller boats, she breaks apart and all aboard perish. Among them are many of the Yukon's leading citizens and Walter Harper, a member of the first expedition to ascend Mt. McKinley, who is on his honeymoon.

1920-22 - Skagway Women's Club forms and establishes Skagway Library in 1921. First airplane lands on beach. Col. Steese meets with Skagway Citizens and secures $95,000 for first leg of road to summit. $5,000 is spent on survey but rest is never spent.

1923- President Warren G. Harding visits Skagway on Navy ship in July 1923. He delivers an address at the Pullen House and is the final inductee into the Arctic Brotherhood. George Rapuzzi, a member of the Alpine Club, climbs the mountain opposite Skagway and flashes presidential party with mirrors from the summit. Peak hereafter is named Mt. Harding for the president who would die shortly after his return from Alaska. Daily Alaskan shuts down after the death of publisher Keller.

1924-30 - Beginning of first tourism boom heralded by visible promoters Itjen and Pullen, along with WP&YR, which convinces ships to stay 36 hours so visitors may ride the train and take a Yukon lake steamer trip from Carcross to beautiful Ben-My-Chree. As a fund-raiser for the hockey club, townspeople hold a variety show for tourists at the White Pass Athletic Club. It will become known as the Days of '98 Show and move to the Eagles after the athletic club shuts down during the Great Depression.

1931 - St. Pius X Mission is established in Skagway under the wing of beloved Father G. Edgar Gallant, who will operate the school for Native children from all over Alaska for almost 30 years.

1933-34 - Idea for a Gold Rush National Park in Skagway is first promoted. by Chamber of Commerce committee. A proposal to include it as part of Glacier Bay National Monument is pigeon-holed. Prohibition repealed.

1935 - In a heavily promoted visit, Martin Itjen calls on sexy starlet Mae West in Hollywood, invites her to "Come up and see me sometime" in Skagway. Town hosts first convention as Newspaper Institute of America delegates arrive on ship.

1937 - White Pass roundhouse burns.

1939 - Women's Club raises $25,000 from Territory and $24,500 from federal Works Progress Administration to build a new school. It opens in 1940 behind the old one at State and 11th.

1942 - Skagway is literally invaded by U.S. Army troops, who take over the railroad for a major supply route to build the Alcan Highway. The tracks are moved off Broadway and as many as 20 trains a day climb the pass. Over the next three years as many as 3,000 troops are stationed here. Vacant lots sprout rounded Quonset huts and H buildings. A pipeline is constructed along railway for fuel shipments.

1943-44 - Army takes over fire department and promises 24-hour service, however major fires devastate ornate Elks lodge, the Pullen House and the Mission school. Army has better luck assisting community when the Skagway River crests both years. Without the troops' help building up the dikes, the town could have been lost.

1945 - After troops leave Skagway, U.S. Health Service opens a tuberculosis sanitarium in the army hospital across the river. Nurses come from Sisters of St. Ann in Victoria, B.C. It will hold as many as 90 patients before closing in 1947.

1946-50 - WP&YR takes back operation of railroad and takes over fuel operation. Dyea Road constructed by Alaska Road Commission. Tourism pioneers Itjen and Pullen pass on. Pullen House eventually closes, but Rapuzzi keeps Itjen's dream alive at Soapy's.

1951 - White Pass becomes a pioneer in the shipping industry with containerized cargo: from the docks in Vancouver, loaded on the ship Clifford J. Rogers for the journey to Skagway, then onto trains bound for its destination in Whitehorse.

1952 - Aluminum Company of America (ALCOA) announces plans to build a $400 million smelter in Dyea, powered by the mighty Tyee Project, a proposal to reverse the flow of the Yukon River with a dam in Whitehorse, and thence using that water

First plane flies over local home. *Skagway Museum*

from Yukon lakes through two tunnels down the old Chilkoot Trail to power the smelter. A "mighty city of 20,000" will be needed to support the plant, which will need 20,000 acres in the valley floor. Juneau Empire starts weekly Skagway Alaskan newspaper. Townspeople are called Skagwayites.

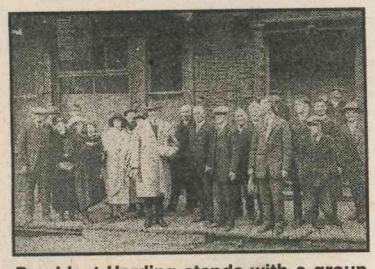
1953 - In July, the Taiya River washes away home of Dyea homesteader Bill Matthews and other cabins are lost along West Creek. Women's Club sponsors Harvest Fair. Workers strike railroad for 12 days and get 14-cent pay increase. ALCOA dream fades as negotiations fail to convince Canadians they would receive benefits of cheap power from the Tyee project. Company starts looking at Taku alternative and Stewart, B.C. Newspaper promotes road to Carcross. Yukon later builds its own dam.

1954-55 - Railroad takes delivery of first two diesel engines, in addition to 136 flats and 71 boxcars. North end of dock collapses under weight of 30 tons of lead and zinc concentrate. Alaskan merges with Haines Herald to become Lynn Canal Weekly. Bid for addition to school comes in at $265,000. Alaska Road Commission approves quarter-mile extension of Carcross Road to Black Lake. But it won't go further until Canadians support a road from Carcross to the border.

1956-60 - City of Skagway purchases McCabe building from federal government in 1956 for city offices. ALCOA formally abandons smelter plans in 1957. Alaska and Skagway celebrate statehood in 1959 and Morgan Reed is elected to first of four terms in the State Legislature. Monsignor Gallant is transferred to Anchorage that year and the Mission School closes without his leadership in 1960.

1961-62 - Another mile of road is built "to modern standards" to the sheer rock face past Black Lake. Upstairs of McCabe converted into the new Trail of '98 Museum, using many artifacts donated by Skagway families. Work begins again on establishing a national park after new State of Alaska shows interest. State selects land in Dyea valley for recreational use. Cy Coyne starts monthly North Wind.

1963-66 - First Alaska Marine Highway



President Harding stands with a group at the AB Hall. *Skagway Museum*

ferry arrives. Rep. Reed teams up with Sen. Elton Engstrom to pass bill to form Yukon-Taiya Commission and revive Tyee Project if state's Rampart dam doesn't materialize. Commission meets in 1968 to assess power needs. Chamber of Commerce organizes Clean Sweep.

1967 - Skagway River floods. Dikes breached and Pullen Creek culvert washes out. Gov. Wally Hickel flies up to inspect damage.

1968-69 - Plans announced for Cyprus Anvil mine near Faro, Yukon, leading White Pass to upgrade its track and equipment for a huge lead-zinc haul. Company officials convince city council to grant 55-year tidelands lease for a new ore terminal and dock. White Pass roundhouse burns again in 1969.

1970-72 - Road support builds on both sides of border. Canadians build new bridge in Carcross and extend road to B.C.-Yukon border in 1971 with activity at Venus Mine. In February, 1972 Canadians agree to building remaining 33.6 miles to Alaska border, and Alaska agree to construct their 9.4 miles. It will be called the South Klondike Highway. Park master plan is developed. White Pass donates old depot to National Park Foundation. Yukon-Taiya Commission disbands.

1973 - White Pass sold to Federal Industries. Alaska Congressional Delegation introduces first bills establishing Klondike Gold Rush National Historical Park. Final road surveys completed. First seasonal park rangers appear on Chilkoot Trail under authority of Glacier Bay.

1974 - A $10.9 million contract is awarded to Central Construction of Seattle, a company affiliated with one of Alaska's new Native corporations, for the Alaska portion of the Klondike Highway. Canadian contracts go to Ben Ginter of Prince George, B.C. (16 miles to Tutshi River) and General Enterprises of Whitehorse (20 miles to border). Construction expected to take three years.

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YOUNG CITY SURVIVES – 'TIS NO MUSHROOM GROWTH

1976-77 - Congress passes national park legislation in June 1976 and superintendent and historical architect arrive. A temporary visitor center opens in the old depot, and the

Maggie Kadanah, wife of a Tlingit chief, makes baskets to sell to visitors outside her Skagway home. *Skagway Museum*

park is dedicated in Skagway in June 1977. The park includes four components: Skagway unit, Dyea-Chilkoot unit, White Pass unit, and Seattle-Pioneer Square unit. City forms Historic District Commission.

1978 - Modern Skagway News starts up after North Wind retires. Taiya River threatens old Native cemetery in Dyea, and first story the paper covers is controversial removal of remains by National Park Service to an area near the Slide Cemetery. Klondike Highway is punched through to border in September. John Edwards and Bob Bissell are the first to cross, with aid of winches. More locals follow until rough road closes for winter.

1979 - News merges with Haines paper. Klondike Highway officially opens in spring. Final cost is $14.4 million on U.S. side and $12.2 million on Canadian side. In July, a scary fire destroys Sourdough Inn, Igloo Bar and a drug store, but firefighters and volunteers prevent it from spreading through Historic District. New city barge facility/ferry terminal completed.

1980-81 - State-supported live satellite TV arrives along with public radio on KHNS. Trucks roll on highway temporarily after railroad bridge knocked out by rock slide. Park backs off plans to implement Dyea building codes after getting heat from land owners and National Inholders Association. Skagway becomes base for Disney's "Never Cry Wolf" crew filming on White Pass. Author Ken Kesey works on project and later sets novel "Sailor Song" in fictional Alaska town invaded by movie crew. Dump pigs and Bigger Hammer Marching Band are mentioned in book published later in the decade. City hires tourism director to promote Skagway. Fish hatcheries started at Burro Creek and Skagway School.

1982 - Faro mines shut down in spring, and railroad loses 70 percent of its freight revenue. This doesn't stop the return of White Pass Steam Engine No. 73 and the Skagway News returns as semi-monthly that summer. Optimism fades in fall as White Pass suspends rail operations on Oct. 8, sending Skagway into a deep depression. Unions picket and stop White Pass in Haines when company tries to truck freight to Yukon on Haines Highway.

Liarsville Sanitarium. *Skagway Museum*

1983-85 - White Pass announces it will not operate, even for summers. Winter unemployment estimated at 70-80 percent. Newspaper switches to monthly in winter. First running of Klondike Road Relay. Oil-rich state helps Skagway with $8.5 million to construct a new school. Skagway lands Alaska Visitors Association convention and sees increase in number of cruise ships docking to more than 100. Historic dock deal reached between city, state and White Pass to improve dock facilities to allow more cruise ships. Park's first restoration project, the old White Pass depot and administration building, is completed and opened for the park's visitor center and offices. Broadway gets "historic pavement" to cut down on dust. Garden Club forms and establishes competition, Order of Eastern Star starts annual flower and garden show. Voters approve land sale along Dyea Road and houses spring up on hillside. Number of visitors to Skagway tops 200,000.

1986-87 - Curragh, Inc. buys Anvil mine and announces it wants to truck concentrate to Skagway. Mayor Bill Feero breaks a tied city council in February 1986 and city requests state to open highway year-round. Gov. Bill Sheffield and Yukon government Leader Tony Penikett sign historic agreement in April. Trucks operated by Lynden roll in June. White Pass brings back container ship and gets into trucking too. Number of cruise ships surpasses 200. Park finishes restoring two more buildings in 1986-87 and leases them to private businesses. City establishes Centennial Committee in 1987 and park completes restoration of Moore cabin for its 100th anniversary. First Buckwheat Ski Classic joins Windfest as winter event. Prospective railroad buyers appear on scene

'98 Show cast poses. *Skagway Museum*

and say railway would be a viable tourist operation. Skagway's small cross-country team wins school's first state title. Tensions rise on waterfront as the Lynden-operated ore terminal replaces striking workers, who fail to organize union and abandon picket lines in new year.

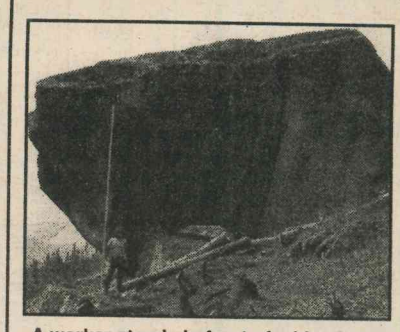
1988 - On March 1, White Pass President Marvin Taylor announces the company has reached agreement with its unions to reopen the railroad for a summer tourist operation with three-hour round-trips to the summit. Whistles blow all over town as employees return to work. First train operates with great fanfare on May 12. News goes back to twice-monthly year-round. Alaska State Garden Club holds annual convention in Skagway, and the city is officially proclaimed "Garden City of Alaska" by Gov. Steve Cowper. Year ends on scary note, as high lead levels are recorded in Skagway from past ore movement. School children are tested by state public health officials, and blood levels are below normal. However, a clean-up is coming.

1989-90 - Massive $6 million clean-up by "supersuckers" paid by Curragh and White Pass along waterfront, railroad and highway through town. Battle lines drawn on waterfront as White Pass proposes Broadway Dock west of ferry terminal, and Curragh tries to convince city to lease land for new ore dock and terminal east of ferry terminal. City approves White Pass project, sends Curragh project to voters. Election called off after Curragh polls community and finds little support. Curragh and White Pass begin to work together to improve existing ore terminal, leased from White Pass, on city tidelands. As voters are posed again, to approve a lease to the state's Alaska Industrial and Export Authority (AIDEA), White Pass announces it will sell the terminal to AIDEA, which wins Legislative approval for $25 million to buy and upgrade the terminal. Broadway dock opens in 1990. Ships have some trouble maneuvering in wind and ore dock is damaged. River rises to near flood stage, prompting push for more flood control. Remains of old Pullen House torn down after long-abandoned relic deemed unsafe. School's Pullen Creek hatchery program receives national vocational education award.

1991-92 - Ore terminal operates through Curragh strike in Yukon. Island Princess and Regent Sea collide in bay on way into port; miraculously no one is seriously injured. Ships are repaired and return later that summer. New rules for harbor: ships must arrive an hour apart. City does emergency flood control in September 1991, gets state's attention. Number of visitors tops 300,000 in 1992 during 50th anniversary of the building of the Alaska Highway. Reunions highlight summer, along with war-themed AVA convention.

1993-94 – Yukon government loans Curragh $29 million to stay alive, then Curragh files Chapter 11. Terminal closes. City pushes for winter highway funding, with or without mine, and get assurances from state and territorial leaders. Good year for filming on pass: TV show "Due South" in spring and movie "Snowbound: Jim and Jennifer Stolpa Story" in fall 1993. Yukon log shipments roll to Skagway on highway in spring 1994. Skagway Medical Corporation formed after members split off from Haines -based corporation and win city approval. Clinic affiliates with Bartlett Hospital in Juneau. "Good Morning America" visits in May. White Pass announces plans to expand, revamp and lengthen its Railroad Dock but is plagued by three fuel spills from its pipeline, the last occurring in October, leading to federal charges against two company officials. The company closes the line and sells its fuel business. A worse disaster befalls White Pass a month later when the dock collapses, sending a tidal wave across the bay, uprooting the ferry dock and spinning it into the Broadway dock. One worker is killed in the debris. Disaster declared by Gov. Hickel. Damage to state dock and small boat harbor exceeds $1 million. White Pass vows to rebuild dock in time for 1995 cruise season.

1995-96 - New Anvil Range Corp. buys Faro mine. First cruise ship lands at new Railroad Dock on May 30. Adventure tour craze explodes with new operators and tours in Skagway and Dyea, and city approves more helicopter landings on glaciers. Voters approve extending sales tax to tours and



A worker stands in front of a big obstacle on the highway job. *Dedman's Photo*

transportation. RCMP Musical Ride performs on beach for Mounties' 100th anniversary. Visitor numbers surpass 400,000 on 313 ships. Main part of old school destroyed after 10 years of disrepair, but gym is saved for future recreation center. New border station opens on highway. Ore trucks return in the fall, followed by ships. City elects first female mayor, Sioux Plummer. In 1996, White Pass officials are indicted, tried and convicted by a jury for their involvement in the 1994 spill. They appeal: one conviction stands, the other is tossed out. Skagway connects to the Internet. Weak metal prices plague Anvil Range.

1997-98 - Cominco purchases Anvil Range shares, but mine shuts and ore terminal closes in April 1997. Voters approve loan package to fund new incinerator up Klondike Highway. Ore terminal reopens in fall after mine opens again, only to close on Christmas after Anvil Range files for protection. However, over next two years, city swells with pride during Klondike Gold Rush Centennial celebrations including "Ton of Gold" reenactment, Dyea to Dawson races, Skagway Centennial Statue and Park completion, dedication of Klondike International Historical Park, and the first-day issue of a Klondike postage stamp. New state license plates also show gold rush trail scene. White Pass also begins three years of centennial events. The company is spun off from Russell Metals/Federal Industries and becomes part of new Tri-White Corp. School and organizations celebrate 100th birthdays,

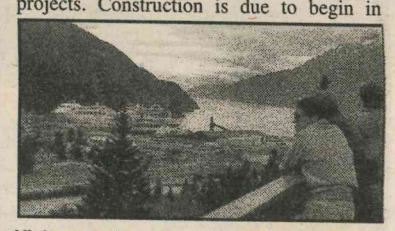
The Klondike Gold Rush Centennial Stamp is unveiled in August 1998. *SN*

and Alaska Power and Telephone's Goat Lake Hydro project is completed. Skagway is 100 percent hydro and sending power to Haines too. Forest fire burns 85 acres above Dyea, threatening Chilkoot, before being stopped by local and state fire crews. City takes over management of Dyea Flats from Park Service. State releases Juneau Aecess study, favoring either a highway link up the east side of Lynn Canal to Skagway or improved ferry service using daily fast ferries. Skagway leans toward the fast ferries, while Haines is adamantly opposed to a new road link. Juneau is split.

1999-2000 - White Pass and state settle suit over 1994 dock damage, with railroad to pay $1.875 million. Skagway is 16th most visited cruise destination in the world with nearly 450 cruise calls. As visitor count approaches 750,000, city looks harder at dealing with impacts. Police, fire department/EMS and clinic expand staff. City snuffs "shuttle wars" by offering service to just one company, and then forces independent tour operators to use a single broker. Economic development director is hired, tackles "quality of life" issues to keep locals here in winter. Rec. Center improvements completed, director hired, and use expanded. The rest of the town's streets are paved. Like the rest of the world, Skagway enters the new millennium with no bugs in its computers, and joins the cell phone age. Democrat Gov. Tony Knowles delivers decision on Juneau Access in early 2000, favoring fast ferries, but has trouble pushing ferry construction through the Republican-controlled Legislature. National Bank of Alaska is sold to Wells Fargo, which was here during the gold rush. McCabe Bldg. is restored for city's centennial, but there are construction delays, much like 100 years before, and the city holds a big birthday party outside in June before it can move in. WP&YR celebrates its centennial in July with great fanfare in Carcross, hinting at a return some day. A Klondike gold dredge is brought to Skagway as a tourist attraction. Yukon abandons dock plans here, but a huge airport expansion is completed.

2001-2008 - In 2001, the city explores building a new dock to handle freight for the proposed natural gas pipeline, but there's resistance because the dock would need cruise ships to pay bonding costs. The concern is that Skagway, population 862 in the 2000 census, is close to its summer cruise visitor capacity, and existing docks can be improved for a pipe haul to the Yukon, if it comes. Skagway enjoys a great summer season until Sept. 11, when virtually all traffic stops for a few days after the terrorist attacks on the East Coast, but the ships and planes returned and more visitors come in 2002. Sen. Frank Murkowski is elected governor and vows to build a road from Juneau to Skagway. He restarts the EIS process. In 2003, the WP&YR adds on to its railroad dock to handle bigger ships, but Skagway's industrial position is dealt a blow when corrosion at the ore terminal makes it unsafe and the state tears it down. However, the city asks that the site be preserved for future industrial use, so a new terminal may be built if mining rebounds in the Yukon. Residents follow the war in Iraq on their satellite dishes, and the Internet. In 2004, despite pressure from a pro-road movement, the city sticks to its support of better ferries for improving Juneau Access, and voters agree by a 62-38 percent margin. Meanwhile, the state's first fast ferry, the MV Fairweather, starts running in Lynn Canal, but has operational problems. A welcome reprieve from winter comes when the cast of "The Big White" shows up in spring 2004 to film on the snowy pass. The stars fit right in as Robin Williams bikes around town, and Holly Hunter rings bar bells. The dark comedy goes straight to DVD two years later with mixed reviews, however its northern premiere in Skagway is a hit. Record numbers of visitors arrive on bigger ships in 2005. AB Hall restoration, Dyea Road widening, Skagway River flood control, Broadway dock extension, and a new seawall/seawalk project keep construction crews busy. The state backs off building a road from Juneau to Skagway because it would have crossed the National Historic Landmark boundary. When the final Juneau Access EIS is released early in 2006, it supports a road from Juneau to Katzehin Delta, with shuttle ferry service to Haines and Skagway, as the new preferred alternative. It still awaits federal permits and funding under new Gov. Sarah Palin's administration. The railroad welcomes back Engine 69 and announces a return to the Yukon with scheduled service to Carcross in 2007. The Rasmusson Foundation acquires the Rapuzzi Collection for local museums. A decade-long battle by Skagway to become a borough wins approval by the state's Local Boundary Commission after an emotional hearing here, and voters formally approved the change in an election on June 5. WE are now the Municipality of Skagway, the state's first first-class borough. AIDEA starts work on a smaller ore terminal in 2007 after reaching an agreement with Sherwood Copper, owner of a mine near Minto, Yukon. The first ore trucks from Minto rolled down the highway that fall. Through April of 2008 three ships have carried away ore from the terminal. Other mines are looking at Skagway, and a gas pipeline deal is being debated in the state legislature, again.

Skagway sees the first benefits from a statewide cruise tax in 2007, and is expected to receive about $4 million a year for various projects. Construction is due to begin in



Visitors enjoy view of harbor and ships from the lookout on Dyea Road. *SN*

2008 on the new Edward A. and Jenny Rasmuson Health Center, funded by several state, federal and private grants, and matched with a local bond issue.

Many call themselves Skagwegians, as our summer population doubles to deal with 900,000-plus visitors.

– Compiled and edited by Gov. W. J. Brady, updated from original published in Jan. 2000 New Year's edition of The Skagway News.

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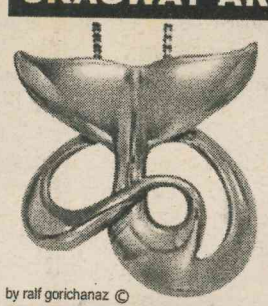
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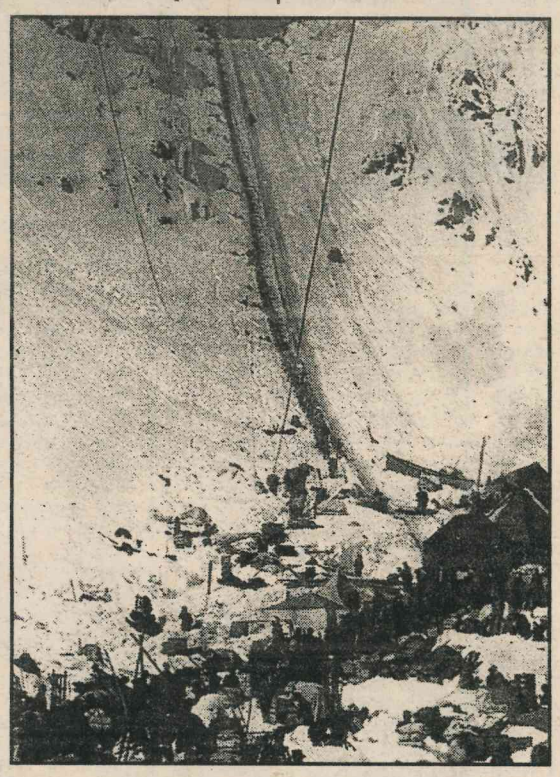
Dispatches From The Chilkoot Trail

"The eye catches the movement. The mountain is alive. There is a continuous moving train; they are perceptible only by their movement, just as ants are.... They are human beings, but never did men look so small." **— Tappan Adney, reporting for Harper's Weekly, September 1897.**

(Univ. of Washington Photo)

By "SCRUFF" McBRADY
Cub Reporter on the Trail

The above description by our gold rush colleague more than a century ago paints the image that he saw as he approached the Scales, looking up to the summit of the Chilkoot Pass. The long line of some 40,000 men and women, captured in many photographs, continued for another year.



The history of that incredible journey is preserved today by the park services of the United States and Canada. One can still hike the 33-mile Chilkoot Trail, which begins at Dyea and ends at Lake Bennett.

Hiking the Chilkoot is something the editor of this sheet does at least once every 3-5 years to "help bring Skagway back into its historical perspective, and to preserve the sanity." And believe me, the latter is a tall order. The trail is not only good therapy — an escape from the hustle and bustle of the Skagway metropolis — it's an enriching experience that perfectly blends history and beautiful scenery.

The Chilkoot, recently selected as Alaska's first U.S. Millennium Trail, is a museum of the Klondike Gold Rush. And like most museums you go through, one is allowed to observe, but not touch. If you are caught taking an artifact, the penalties are stiff. But what's different about this museum is how you go through it — retracing history with a heavy pack on your back. The best way is to plan ahead, be prepared and take your time.

Trail information can be secured at the **Chilkoot Trail Center** in the **restored Martin Itjen House at 1st & Broadway**. It is open daily 8 a.m. to 5 p.m., June-August. Those hiking the entire trail must obtain a backcountry permit and pay a registration fee and reservation fee to hike both sides of the trail. For permit pricing information, stop by the Trail Center or call 1-800-661-0486 for reservations.

Local shuttles take hikers over the 9-mile road to Dyea regularly (best to travel in a group to save money). The trailhead is to the right, just before the road crosses the Taiya River bridge. The trail is well-maintained and historical photograph trail markers help you compare the views in 1897-98 with the ones you see today.

If you're doing your first Chilkoot, it's best to take 4-5 days and absorb it all. Your hiking correspondent, a veteran of ten Chilkoot missions, recommends camping stops at Finnegan's Point or Canyon City (glacier views, shelter & ruins), Sheep Camp (shelter, ruins & ghosts), Happy Camp (cooking shelter), and Bare Loon Lake (swimming) on the first trip. For a faster three-day hike, plan camping stops at Pleasant Camp (nice tent sites), Deep Lake (good water & berry picking) and Lindeman (shelters & tent museum) or Bennett (old church, depot and interpretive exhibits).

Chilkoot hikers get a proper send-off from local floozies during the 1998 Dyea to Dawson race. *Photo by Scruff*

Don't miss the little tent museum at Lindeman. Inside, you'll receive a certificate naming you as one of the 3,000 or more who hiked the Chilkoot this year.

There is train service into Bennett in 2006 on Saturdays, Sundays and Mondays only, June 3 through Aug. 28, leaving there at 1 p.m. Buy tickets in advance at the Skagway rail depot. If you can't catch a train, plan to walk out an additonal eight miles to the highway at Log Cabin.

At the end of your Chilkoot mission, you'll have sore feet and a need for a shower. But the discomfort is worth it, and you'll probably want to do the Chilkoot again some time, and take along more friends. And if you're made of the stuff of our grizzled editor, you may keep coming back until you have your ton of gear packed over the pass.

The "Cub Scruff", now half a century young, still leads hikes and paddles for family, friends and wayward journalists.

Adventure Race

The area known as the Golden Circle is beco ing a popular destination for the adventure rac These are the big ones:

Buckwheat Ski Classic – Held the fou Saturday in March at Log Cabin, B.C. on t Klondike Highway, this is billed as an event for t "lazy, the infirmed, and the few who are fas There's a 5K kids event, and 10K, 20K and 4(races that draw Olympian cross-country skie snowshoers and aid station groupies. Great pa afterwards in Skagway for the 250-plus hea souls. *Visit the race websi www.skagwaynews.com/BSCskirace, or c Skagway CVB at 907-983-2854. For ski conditio call the Mountain Shop, 983-2544.*

Kluane to Chilkat Bike Relay – This popu 160-mile bike relay from Haines Junction, Yuk to Haines, Alaska draws up to 1,200 people teams of 1, 2, 4, or 8. The race is held the thi Saturday in June. Online applications onl *www.kcibr.com or call 867-334-6871 if you do have internet access.*

Yukon River Quest Canoe & Kayak Rac Born out of the successful Dyea to Daws Centennial races, this paddling marathon fro Whitehorse to Dawson City, Yukon begins the la Wednesday in June. About 100 teams will padc 460 miles of the Yukon River, making it the longe annual canoe and kayak race in the world. *Vi www.yukonriverquest.com or call 867-33FLOAT*

Klondike Trail of '98 Road Relay - Abc 1,500 runners take off from Skagway in teams 10 on the second Friday in September and r through the night to Whitehorse. Sound nuts? It – but it's a great rush. *Visit www.sportyukon.com call 867-668-4236.*

Yukon Quest Sled Dog Race - This tou 1,000 mile mushing race between Whitehor Yukon and Fairbanks, Alaska begins the seco Saturday in February, alternating starting tow annually. *Visit www.yukonquest.org or call 86 668-4711.*

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2. Tent able to withstand 45 mph winds.
3. Rain parka or cagoule, rain pants and gaiters.
4. Broken-in hiking boots, sneakers and extra socks.
5. Non-cotton hiking pants, shorts, stocking cap and warm gloves.
6. Wool or piled heavy shirt/pullover and jacket.
7. First aid kit, bug dope, moleskin, compass & trail topo map.
8. Sunglasses, suntan lotion, toilet paper and matches.

Keep a clean camp! *Bears can be seen along the entire trail. The National Pa Service and Parks Canada provide bear poles at all designated campgrounds from Dy to Bennett for storing food out of the reach of bears. Report all bear sightings to pa rangers and wardens or police.*

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FISH THIS!

Alaska's Best Outdoor Columnist Takes You Fishing Around

By ANDREW CREMATA

As local Skagwegians, we are often confronted by tourists while waking down the street on our way to work or out for a stroll. There must be something distinctive in the way we dress, or maybe we walk without staring up wide-eyed at the mountain peaks.

In 2006, one particular fellow off of a cruise ship stopped me to ask if there was a place nearby to rent a fishing rig. My truck was not far away, and there was a rod and reel resting in the bed. I offered to let him use it, and told him where I would be when he wanted to drop it off.

"Where is good place to fish?" he asked.

It was July, and the king salmon were starting their run up the local waterways. I told him the breakwater was a good place to try from shore and only a two minute walk from our location.

We shook hands and off he went.

An hour later he returned. In one hand he carried my rig and in the other, a 40-pound king. His smile gave away his disposition.

The ancient glaciers that caved the Skagway's valley left behind an array of angling opportunities in both fresh and salt water. Visitors are often surprised to discover waters teeming with fish within walking distance of Skagway's fabled boardwalks.

Two of only a handful of lakes holding brook trout in the entire state of Alaska can be found in Skagway. Both Lower and Upper Dewey Lakes were stocked with the hearty, colorful fish in the early 1980s. Lower Lake, as the locals call it, is a moderately steep 30-minute hike from downtown and its quiet waters are host to an array of natural wonders. Upper Lake is for the more serious hiker, with a strong legs and a lot of extra time.

Four salmon species spawn in Skagway's rivers and streams, and from July through October they are often only a cast away. The kings are the true prize for serious anglers. Reaching weights of 50 pounds, they test locals and tourists alike. Targeting these fish in salt water can be accomplished from the shore or in a boat. Visitors can find eager charter captains in Skagway's small boat harbor on Congress Way.

Large schools of pink salmon are commonly seen in and around the harbor and migrating up Pullen Pond to spawn. Commonly reaching four pounds, they have given many tourists their first Alaska "catching" experience.

Fishing for salmon requires only a small spoon or spinner, bounced lazily on the bottom. Single, barbless hooks will do the job and makes releasing the fish easy. Sometimes the fish are so plentiful it is hard not to snag them, but any real fisherman knows snagging fish takes the "sport" out of sport-fishing.

Dolly Varden, a type of char, are commonly caught along Skagway's shores. They offer plenty of fight, if an otter or seal doesn't get to them first.

Visitors traveling by automobile will find world-class fishing to Skagway's north, traveling along the Klondike Highway. Arctic grayling, northern pike and lake trout can be found in many places, all growing to trophy size.

Remember, you'll need a license for wherever you are fishing: Alaska, Yukon or British Columbia. Most sporting goods and hardware stores have them.

Skagwegians love to fish, and if you need a little information on where and how to fish just ask around. Who knows, one of them may even let you borrow their rig.

Andrew Cremata's column "Fish This!" was selected the Best Sports/Outdoors Column in the entire state by the Alaska Press Club for 2006 and 2007. It runs monthly in The Skagway News. When not writing for the News or out fishing and taking photos for Fish Alaska magazine, he can be found behind the bar at Skagway Fish Co., where he hears many fish stories.

A young Skagway girl holds a prize king salmon during the Pat Moore Memorial Gamefish Derby. *Andrew*

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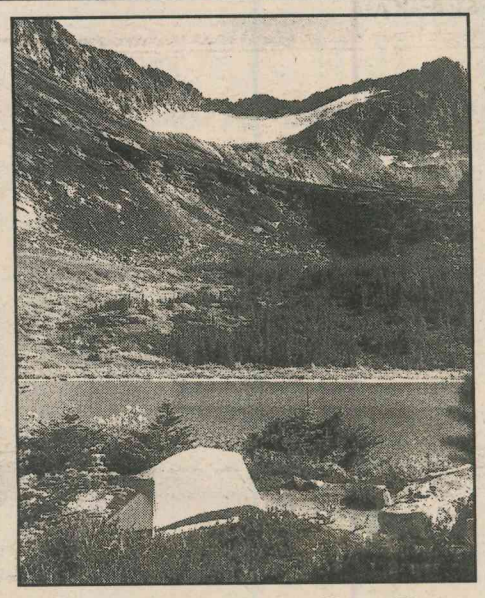
Two Popular Trails Within Minutes Of Bustling Skagway

Dewey Lakes Trail System • Walk east on 3rd Avenue by the Westmark Inn until you reach the railroad tracks. Trail begins on the other side of the tracks. Follow signs to Lower Dewey Lake (0.7 miles), Icy Lake (2.5 miles), Upper Reid Falls (3.5 miles), Sturgill's Landing (4.5 miles), Upper Dewey Lake (3.5 miles), and the Devil's Punch Bowl (4.2 miles). The trail to Lower Dewey Lake and return is a pleasant hour's walk, though the switchback trail can be a bit steep in sections, but trails around the lake itself are fairly flat. Continuing north to Icy Lake and Reid Falls or south to Sturgill's (an old wood camp by the bay) will add 2-3 hours. Camping and picnic sites abound; **please pack trash out**. The hike to Upper Dewey Lake and Devil's Punch Bowl is much steeper, great for a day hike or overnight trip. The cabin at Upper Lake is available on a first come-first served basis. Lakes are stocked with trout.



A tranquil spot for a tent: Upper Dewey Lake with the Dewey Peaks as a backdrop. The landmarks were named for Admiral Dewey of Spanish-American War fame. The hike is steep, but the view is worth it. *Scruff McBrady*

Skyline Trail to AB Mountain • Trail begins at Mile 3 on the Dyea Road and ascends AB Mountain, named for the "AB" that appears in the form of snowmelt every spring. This was seen as an omen by the Arctic Brotherhood, a northern pioneer order which started here. Allow at least five hours roundtrip for this often strenuous hike. Beautiful views of Skagway, Dyea, Lynn Canal, Haines and Chilkat Range.

For detailed information about these and other more remote trails, pick up a Skagway Trail Map/Brochure at the A.B. Hall or Klondike Gold Rush NHP visitor centers.

'Name Those Peaks' - And Other Geography Lessons

By FRANK NORRIS
Geographical Correspondent

What's in a name? As the following glossary suggest, plenty. The place names that dot the landscape are living reminders of who has been before us, along with some of their attitudes, legends and whimsy. You'll soon find that the people who gave Skagway its names were a lively, humorous and patriotic bunch.

AB Mountain

This is the large mountain located just north of Skagway. As you may know, the Arctic Brotherhood Hall, one of the town's most prominent buildings, is located on Broadway between Second and Third. When the A.B. Hall was constructed in the spring of 1899, a workman on the roof noted that the snow on the south slope of the mountain showed the letters "AB." Deep, narrow gullies on the mountain retain snow for up to a month longer than the surrounding area. Using a little imagination, observers today can witness this for themselves between late April and early June.

Chilkoot Pass

The Chilkoots, a branch of the Tlingit nation, used this pass as a trading route for hundreds of years before whites entered the area. Russians heard rumors about the pass during the 19th century, but not until the 1870s, when miner George Holt sneaked through, did Europeans begin using it. Frederick Schwatka, who took an expedition over the pass in 1883, called it Perrier Pass, and others called it Dyea Pass or (mistakenly) Chilkat Pass. Abandoned after 1900, except by occasional hunting parties, the pass reopened as a recreational trail in 1961 and is maintained by U.S. & Canada park services.

Dewey Lakes/Twin Dewey Peaks

Skagway emerged from a homestead to a full-blown city during the 1890s, a time of American history known primarily for the Klondike Gold Rush and the Spanish American War. Popular as the gold rush was, the coming of the war in April 1898 pushed the rush off the front pages of the world's newspapers. Nowhere was the patriotism of the war felt more vividly than in Skagway. When Admiral George Dewey's fleet smashed the Spanish at Manila on May 1, the town responded by naming several lakes and mountains (elevation 5,300-6,300 feet) in his honor. They are accessible by a trail system east of town.

Dyea

This Tlingit word has had a whole host of spellings, including Dyaytahk. Even its meaning is somewhat disputed; while most suggest it means "to pack or to load," other say it means "place to look down to." Both names are appropriate enough. Dyea was the rival town to Skagway — a rough-and-tumble port where miners got off the Inside Passage ships and started on the long trail up the Chilkoot Pass.

Face Mountain

When surveyors came through the area in 1898, this peak west of Skagway was named Parsons Peak. Locals, however, preferred to call it The Sphinx, Gnome Mountain or, more often, Face Mountain. Sure enough, those who look at it from below may be able to recognize the etched features of a human face. Elevation 6,600 feet.

Glacier Station, Laughton Glacier

This site of an old station, 14 miles up the White Pass railroad from Skagway, was one of several stations along the route south of White Pass. It is named for Laughton Glacier, just three miles east of the station and named for John Laughton, a commander of the U.S. forces in Cuba during the Spanish American War.

Heart Mountain/Sawtooth Range

The huge ridge five miles north of Skagway and east of the U.S. border station is known as either Heart Mountain or Sawtooth Mountain. The latter name comes logically enough from the serrated appearance of the ridge. Heart Mountain is so named because of a large heart-shaped patch on the south slope, which supports no trees.

Kern's Castle & Kirmse's Clock

One of the most successful early businessmen in Skagway was jeweler Peter Kern. Shortly after the rush, he built a mountain retreat in the woods above Lower Dewey Lake. It operated only a few years, burning down in a 1912 forest fire. Only a few rock walls and metal fragments remain. Visitors will notice another bit of Kern's handiwork – the clock on the mountain wall at the east end of Fourth Avenue, first painted during the gold rush, and now maintained by Kirmse's Curios, which bought out their competitor and changed the advertisement.

Liarsville

This spot two miles north of Skagway is now site of the Tent City show. During the gold rush it was a large, impromptu campsite, the last place to stop before the rugged climb up White Pass. During the early part of the stampede, scores of reporters descended on Skagway, eager to gather accounts of trail conditions. Not wishing to hike it themselves, however, they collected here. Returning stampeders, of course, were free to say whatever they liked, or whatever they felt the reporters wanted to hear.

Mount Carmack

This peak north of A.B. Mountain is the highest in the Skagway area with an elevation of 6,605 feet. It was named for George Washington Carmack, co-discoverer of the Klondike gold. Carmack knew the area well, having crossed the Chilkoot as early as 1887.

– CONTINUED ON P. 22 –

Mount Harding

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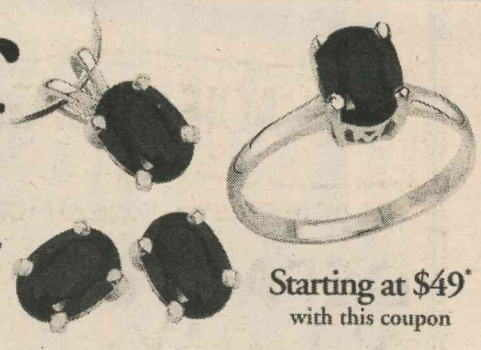

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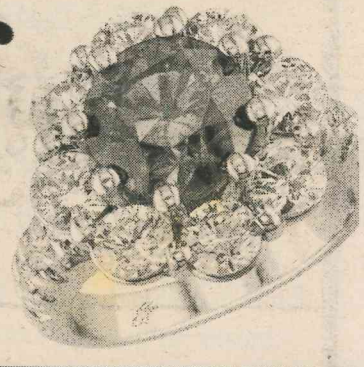

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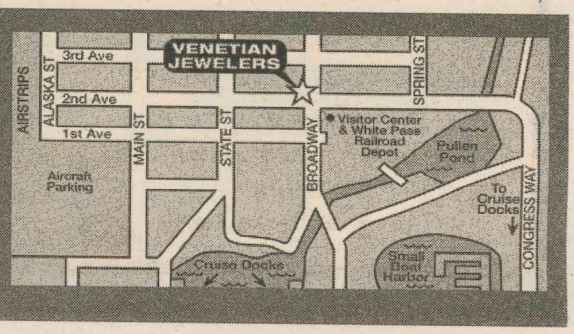

The "Welcome to Alaska" sign is a popular stop on the Klondike Highway, affording a beautiful view of Mt. Carmack and the west White Pass valley.

GEOGRAPHY...From P. 20

MOUNT HARDING

President Warren G. Harding was the first and only president to visit Skagway. He arrived July 11, 1923 on board the U.S. Navy vessel *Henderson* and remained long enough to give a speech at the Pullen House and to be initiated into the Arctic Brotherhood. Harding died three weeks later in San Francisco. The following July 4, local resident George Rapuzzi climbed the peak across the bay from Skagway and raised a flag on its summit while members of the Skagway Alpine Club officially named the mountain in Harding's honor. It's also known as "Witch Mountain" for the image of a witch on a broomstick below the glacier in summer.

SHEEP CAMP

This gold rush town was the largest along the Chilkoot Trail between Dyea and Lake Lindeman. It was named in the late 1880s because of the mountain sheep (actually goats) overlooking the area. A temporary campsite until the mid-1890s, it exploded into prominence in late 1897 and by April 1898 had a floating population of 8,000. It "ghosted" in spring, 1899.

SKAGUAY, SKAGWAY

Few have agreed on how our town should be spelled, or what the name means. Originally a Tlingit word, it has been variously spelled Skaguay, Schkague, Shkagway, Skagua, Schkawai and even Cquque. Most suggest that it means "home of the north wind," but others say it means "spirit of the cruel wind," "end of the salt water," or "rough water." Still others, using supposedly authentic sources, suggest it means "lady relieving herself on a rock" or "sound a sled runner makes when it breaks loose from the snow and ice." The town erupted from a homestead to a full-size city during the winter of 1897-98, witnessed the building of the railroad from 1898-1900, and has been here ever since.

SMUGGLER'S COVE

This small bay, one-half mile west of town, is presently a city park. Sixty years ago a homestead existed there. Many think its name dates back to the Prohibition era, but its name actually came into existence decades earlier. During the gold rush, the importation of liquor into Alaska was prohibited, and with customs agents situated in Skagway-Dyea, the cove was doubtless a popular place to land illegal cargo.

WHITE PASS

This pass was known to the Natives before whites began to encroach into the area, but it was ignored in favor of the nearby Chilkoot Pass. The first known traverse of White Pass took place in June 1887 when Capt. Moore and Tlingit guide Skookum Jim ascended it as part of the William Ogilvie expedition. The pass was named for Thomas White, Canada's Interior Minister and Ogilvie's superior.

***Frank Norris has a doctorate in Geography and is a National Park Service historian in Santa Fe, New Mexico. He formerly worked as a historian and interpreter in Skagway and as chief historian for the Alaska region in Anchorage. His books include* Garden City of Alaska *and* The Chilkoot Trail.**

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Work Begins on Massive Rapuzzi Collection in Skagway

Work has begun on cataloging a massive collection of artifacts encompassing the Klondike Gold Rush and early 20th Century life in historic Skagway. The George and Edna Rapuzzi Collection will be protected and made available for public viewing and research through the collaboration of the owner and four Alaska partner organizations.

The Rapuzzi Collection, which was started a century ago by a Klondike stampeder, was purchased in April 2007 for $1 million by the Rasmuson Foundation. The foundation is in the process of formally transferring the collection to the Municipality of Skagway, the Alaska Natural History Association, and the National Park Service.

The collection, which includes an estimated 450,000 items and five historic buildings, was started by Martin Itjen, a stampeder who later led Skagway's developing tourist trade. His longtime friend, George Rapuzzi, was a tourism promoter and guide, as well as a consummate collector in his own right. Together their collections came to be owned by Phyllis Brown, Rapuzzi's niece, who sold it to the foundation.

Theresa Thibault, chief of resources for Klondike Gold Rush National Historical Park, said five local residents, three from the park and two from the Skagway museum staff, were busy through the winter going through the inventory.

"It's exciting and a little overwhelming because there is so much stuff… from 1897 through the 1960s," Thibault said.

This includes recognizing what is "garbage garbage" to throw away versus an important artifact. For example, she noted, Rapuzzi kept many paint cans. Most will be disposed of properly, but a few have labels old enough to be considered historic. Paper conservators will arrive this summer, and a crew of historical architects and interns to commence the historic structures reports.

Among the stunning number of items in the collection are these:

• The 1897 parlor that belonged to the famed Jefferson "Soapy" Smith. After the gunfight which caused his death in 1898, the saloon became a restaurant and then the home of the Skagway Hook and Ladder Company. Martin Itjen acquired the building around 1935, remodeled it, and re-opened it as Jeff Smith's Parlor Museum. This landmark structure retains much of its 1898 appearance as Soapy Smith's headquarters.

• The 1900 YMCA Gymnasium and Reading Room and Meyers Meat Market complex, later used as an automotive garage and still holding many automotive artifacts from the 1930s.

• Martin Itjen's famous "Skagway Streetcar," a home-converted 1906 Packard, used in early Skagway tours and still emblazoned with his marketing slogan "Nothing Like It In the World."

• The original silk banner of the Arctic Brotherhood, formed in 1899 by stampeders to provide mutual assistance, friendship, and social interaction in the northern communities. The Arctic Brotherhood Hall is owned by the City of Skagway, now operating as visitor center for Skagway's 900,000 visitors each year.

• Numerous objects representing Native Alaskan stories including Tlingit carvings and baskets and a unique "Native Packers for Hire" sign from the gold rush. The collection also holds scores of photographs, hotel registers and ship manifests that add depth, texture, and personality to the story already told by Skagway's historic architecture.

The collection will be managed by the three Skagway partners, with a comprehensive inventory being the group's first priority. The plan is that the National Park Service, which has orchestrated the partners' purchase from Ms. Brown, will preserve and display items related to the Gold Rush era. The municipality contributed $100,000 toward the purchase, and will add to its museum collection those items that tell other city stories, including those of Native Alaskans, tourism, and its port. ANHA will restore the collection's World War II Commissary building and focus its local operations there and partner in exhibiting Skagway's WWII history.

The Rasmuson Foundation was founded in 1955 to support projects of lasting impact for the public benefit of all Alaskans.

Soapy (white hat) and members of his gang pose outside Jeff. Smith's Parlor, all decked out for Independence Day 1898. He would die four days later. The building was moved from Sixth Ave. to Second by Martin Itjen and became a museum with a mechanical Soapy at the bar. The park plans to restore it to the Itjen era and make it available for collection exhibits. *Ralph MacKay Collection, Univ. of Alaska Fairbanks*

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Itjen (right) with his old "Skagway Streetcar" which will be preserved. *KGRNHP*

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SAINT.....From p. 8

luckily copied onto easily accessible microfilm. It states:

> *...Shortly before 10 'o'clock...J.D. Stewart, a young man just out from Dawson, was robbed of a sack containing from 12 to 15 pounds of gold. There are conflicting stories as to how the robbery was committed, the accepted version being that Stewart desired to sell his gold, and that one Bowers, a well known member of Smith's gang, represented to Stewart that he was here for the purpose of buying gold for some big assaying company below. The unsuspecting stranger accompanied Bowers to a point in the rear of Smith's place on Holly ave., and near the Mondamin hotel, where, it is alleged, two of Bowers' pals were in waiting, when the three men overpowered Stewart, wrested the sack of gold, containing $2676, from his hand, and disappeared from sight around adjoining buildings, leaving the returned Klondiker as poor as when he started for the land of gold and hardships nearly a year before.*

Exacerbating the problem of the true version of events, Mr. Stewart made a deal with a San Francisco reporter, signing over exclusive rights to his story. The reporter never wrote the article, so the tale passed into obscurity, and the events became blurred with time. In 1958, sixty years after the shoot-out on the Juneau Wharf in Skagway, Stewart's niece, Hazel Stewart Clark, wrote an article in *The Alaska Sportsman*, which purported to set the story straight, but it only further blurred the picture. Clark declared that J.D. Stewart's gold poke was stolen from a bank vault, and it never did appear in Jeff Smith's parlor.

So it was with great excitement that I discovered that *The Tacoma Times* had scanned its historic issues. This newspaper directly quoted testimony at the trial of Charles Bowers, John B. Foster, Van Triplett, three of Jeff Smith's gang. On December 27, 1898, it reported the exact words of J.D. Stewart.

> *Stewart on the witness stand related how after coming from the Klondike he met Bowers and Foster, who were very anxious to know about the Klondike regions. They went into a saloon to have a drink, when Bowers asked him to go into a room and see "the bird eat." The bartender was to feed the bird and it was such an amusing sight Stewart was informed that he should see it.*
>
> *About this time Van Triplett came along and got into conversation about the Yukon. He said that he had lost some money gambling, but had paid the gambler $5 to show him how the trick was done and he wanted to show it to Stewart, Foster and Bowers. Foster said he knew the trick and wanted $5 to bet against Van Triplett. Stewart demurred, but finally pulled out $87, which he had in his pocket at the time. Foster took the whole amount, placed it in a box and in a moment Van Triplett said he had won it.*
>
> *Stewart then told how he lost the remainder of his dust, some $2,600, which he had left at Kaufman's store:*
>
> *"I told Foster I should hold him for the money, and the old man, Van Triplett, said we acted as we could not trust him, and gave some of the money back, and then said he would give us a chance to win it, so Foster turned the right card and started to give him the money, but said, 'Supposing you had bet that in earnest, did you have the money to put up?' Foster said, 'No,' and turning to me said, 'You have the money,' and I said no, I did not have any money: that he took it all, but he said, 'You have some dust,' and wanted me to get it just to show the old man that we had the money in case the bet had been a real one. Bowers and I went to Kaufman's store to get the money and Van Triplett and Foster remained behind. We came back with the dust and I unrolled it and showed them the sack, and the old man said he did not know if it was gold, and Bowers said, 'Open it and show it to him, as he don't know gold dust when he sees it,' but I did not open it, and just about to roll it up again, when Foster grabbed it and handing it to the old man said, 'Git!' and I started to grab the old man when they held me and said if I made any noise it would not be well for me. I pulled away from them and started after the old man, but could not see him and then went across the street and asked a party where there was an officer: that I had been*

Citizens assembled by Deputy Marshal Si Tanner and others guard gang members in the old City Hall on 5th a day after the shooting. *Peiser Photo, Brady Collection*

~ CONTINUED ON NEXT PAGE ~

SHOWCASE SKAGWAY

"Garden City of Alaska"

by Frank Norris

A project of the Skagway Garden Club

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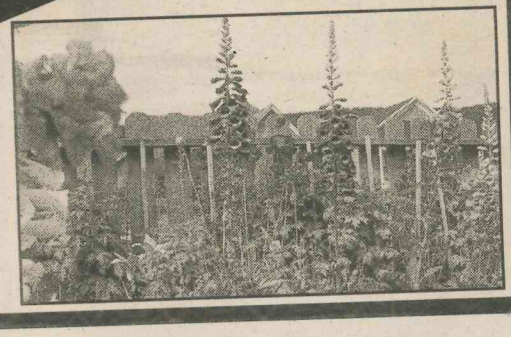

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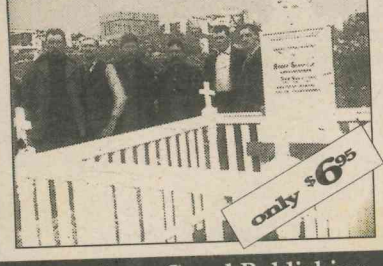
SKAGWAY, ALASKA'S

GOLD RUSH CEMETERY

History and Guidebook by Glenda J. Choate



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Unassuming – some would say foolish and vulnerable – J.D. Stewart holds his gold poke after it was recovered. *William Norton Collection, Alaska State Library*

robbed of $3,000 by some men over there."

This version is different than that told in over 75 other accounts that have been written in the 110 years since the shooting of Soapy Smith, and it makes a great deal more sense. First of all, it emphasizes the type of con-game in which Smith's colleagues tended to engage. The story takes into account the safety vault mentioned by Stewart's niece, but indicates that Stewart brought the gold poke into Smith's saloon. Finally, it allows for the difference between the amount of money Stewart brought out of the Klondike ($2700) and that which he said was stolen from him ($2600), by taking into account the $87 that Stewart had in his pocket when he first went into Jeff's parlor. What is also important about this account is the detail that Stewart was not attacked while viewing the eagle. He merely mentioned that the caged eagle was a sight to be seen at Jeff's place, but it was not a factor in his robbery.

Going back to early sources proves that history itself doesn't change, merely our perception of it.

SOURCES:

Hazel Stewart Clark, "A Man of Honor," *The Alaska Sportsman March,* 1958, pp. 40-42.

The Daily Alaskan, July 11, 1898.

The Skaguay News, July 8, 15 and December 9, 1898

The Tacoma Times, December 27, 1898.

Catherine Holder Spude is an archaeologist and historian, who retired from the National Park Service and now writes history and historical fiction from her home in Santa Fe, New Mexico. Read her historical novel,* Sin and Grace, Book One of the Si Tanner Chronicles, *for sale at the Skaguay News Depot and other outlets.

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1728 ANNIVERSARIES :: RUSSIAN AMERICA – ALASKA :: 2008

Compiled by SCOTT HOME

RA = Russian America
RAC =- Russian America Company
HBC = Hudsons Bay Co

1728 - VITUS BERING returns to Kamchatka after proving open water between Siberia and America – never found mainland but reached St. Lawrence Island

1768 - KRENITSYN charts Aleutian Islands and peninsula coast, founds Unalaska

1778 - CAPTAIN COOK (first ENGLISHMAN) maps Russian America coast looking for Northwest Passage; at False Pass translates Russian "Mys Ålyashka" as "Cape Alyeska", creating the name recommended by Gen Halleck to Charles Sumner in 1867 as name for new purchase, never used before

- LOPEZ DE HARO and MARTINEZ dispatched from New Spain (now Mexico) in two warships to assert Spanish claim over Northwest coast, sail as far as Unalaska, decide not to contest Russian claim (though more Spanish expeditions will come).

1788 - IZMAILOV and BOCHAREV map the coast from Prince William Sound as far as Glacier Bay; others explore Lakes Clark and Iliamna.

- Earthquake and tsunami destroy original Russian settlement at Three Saints (Old Harbour) and begin movement of Russian capital to Pavlovsk (Kodiak).

- SHELIKHOV meets Chilkat chief YEILXAAK at Yakutat, who affirmed that Yakutat was under Chilkat rule (imposed by regular slaughter there).

1808 - BARANOV sends OLIVER KIMBALL to Yakutat to ransom survivors of 1805 Slavorossii massacre; Kimball captures Chilkat chief ASIK, who retook Yakutat previous year with great slaughter; ends Chilkat expansion along the coast.

- BARANOV moves Russian headquarters from Pavlovsk (Kodiak) to Novo Arkhangelsk (Sitka) after reconquering it two years before.

- RUSSIAN CHURCH decrees all priests must learn to administer smallpox vaccine; first shipment of vaccine arrives in RA; all RAC employees and Orthodox converts are vaccinated; St. Herman retires to Spruce Island.

- ROBERT CAMPBELL born in Glenlyon, Scotland; arrives *in British North America 22 years later.*

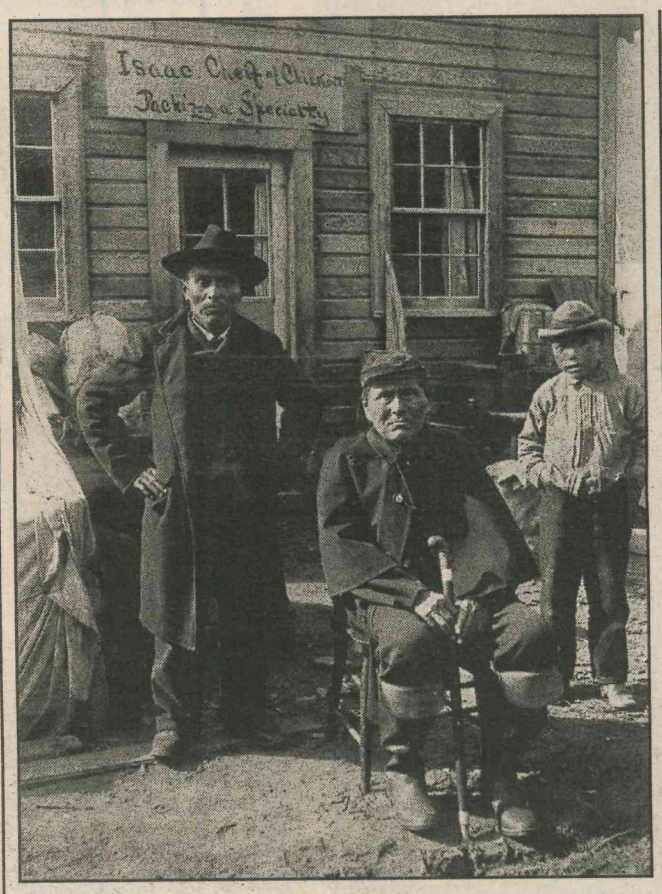
1818 - Ft. Ross commander YANOVSKII tells ST. HERMAN of the brutal murder, by being cut up alive, of the merry Aleut lad CHUNGANGNAQ, a slave captured by Spanish in California, who dies June *1815 defending his faith;* St. Herman declares ST. PETER THE ALEUThim the first Native American martyr and saint; outraged Tsar orders investigation and protest to Spain.
BARANOV replaced as manager of RAC by HALGEMEISTER, sent back to Russia but dies en route next year off Java.

- FR. SOKOLOV first priest to arrive in RA with wife and family.

1828 - Alarmed by British mapping of Arctic Coast of Russian America 1825-6 while their diplomats were ceding it to Russia, Russian Govt. sends first survey/trading ship to and along Arctic coast, keeps this up yearly until 1838 when fur revenues decline

- First attempts at sea otter conservation; RAC had declared trade in sea otter pelts a loser previous year as otters were so decimated trade is virtually over, so closed hunting over large areas and regulated it closely.

1838 - Chilkat chief SKITLA KAH (father of KAH XUTS) guides first Russian survey party up the Chilkat Trail to mark the Russian boundary with British North America (by 1825 Russia-U.K. convention), build a cairn on Chilkat Pass.



CHIEF PACKERS – Chilkoot Chief Don-a-wok and Chilkat Chief Isaac pose outside their packing headquarters in Dyea with a young boy in 1897, nine years after the battle that settled which tribe of coastal Tlingits would control movement of goods over the Chilkoot Pass. *LaRoche Photo, Library of Congress*

- YUPIK attack Russian settlement at IKOGMIUT blaming them for spread of smallpox, as if with the vaccine.

- ROBERT CAMPBELL's HBC post at Dease Lake nearly starvesout over winter, as predecessor did in 1836, saved by TAHLTAN chieftainess who is original of "white queen of the Nahanni" legend.

- Unnamed TSIMSHIAN carver commissioned by KAH TETSU, building Whale House in Klukwan, to create the RAIN SCREEN considered greatest masterpiece of modern Native American art, completed next year

1848 - American captain JOSIAH ROYS enters Chukchi Sea and reports back vast whale populations (BOWHEADS, RIGHT WHALES, and HUMPBACKS); 154 American whaling ships follow next year, enriching New Englanders; Americans have much more influence over Inupiat and Yupik than Russians ever did.

- RAC begins trade with San Francisco, though shipments of coal and ice never make any profit against the competition.

- ROBERT CAMPBELL builds Ft. Selkirk HBC post on Yukon in TUTCHONE country, is advised by trading Chilkats led by KAH XUTS he is trespassing on their domain and incomet; in 1852 they burn post and drive him out; HBC did not attempt to reclaim it until 1893, during which time Chilkats monopolise interior trade, grow richest, and therefore powerful, of Tlinkits.

1858 - Imperial U. K. Parliament creates CROWN COLONY OF BRITISH COLUMBIA out of Vancouver Island and New Hanover; already filling up with gold seekers who keep moving north: U. S. claims coast on basis of 1824 Russia-U.S. convention – "Fifty-four forty or fight!"

1868 - USA General JEFFERSON DAVIS (no relation to deposed Confederate states president) violates all laws and treaty by systematically running Russians and Finns out of their ancestral homes in newly-annexed RA; Russian ambassador DE STOECKL, who secured purchase by bribing Congressmen $125,000, is awarded $19,000 and retires.

- IOANN VENYAMINOV, first bishop of Sitka, RA (1841), Archbishop of Blagoveshchensk (1850), Metropolitan of Moscow (1858, Primate of Russia) – St. Innocent since 1979 – dies in Moscow having secured Russian Church support for Orthodox Church in Alaska after sale; maintained till Communists cut it off 1917.

- GEORGE DAVIDSON prepares first Alaska COASTAL PILOT.

1878 - First salmon cannery built in KLUKWAN – beginning of industrial development in Chilkat country: two more quickly follow.

1888 - DYEA PACKERS' WAR in spring – Sitka Chief Katlian decides to horn in on profitable Chilkoot Trail packing trade, arrives in Dyea with backup, met by hostile Chilkat force led by Lunaat (under orders from Chief George Shotridge in Klukwan) who was killed, along with Sitka Jack, in the fray; Wilson skedaddles to Juneau for help but all was quiet on his return; Chilkat Chief ISAAC succeds and keeps peace – minus Sitka

- Chilkat shaman SKUNDU (son of KAH XUTS) sought for murder after he kills an old woman he claimed a witch; Chilkats drove off Navy crew sent to arrest him, and Skundu remains at large until 1892, then turns self in; sentenced to 20 years, serves three.

- Finnish Lutheran Church (built 1843), first Protestant church in RA, dismantled same year founder UNO CYGNAEUS (first Protestant pastor in RA) dies in Finland; Estonian-built pipe organ (first on Pacific coast north of San Francisco) moved to Sheldon Jackson Museum, returned to Lutheran Church in 1946 and in service since.

- Capt. WILLIAM MOORE publishes details of his newly-explored White Pass route all the way to Fortymile, guided by Tagish SKOOKUM JIM MASON, in the 28 July Alaskan, an alternate route urged b y miners to escape the high Chilkat tariffs.

- Five hundred miners are already working in the Yukon valley; first lynching there of a Native by white men.

- HEALY and WILSON operating first string of pack horses between Dyea and Sheep Camp; packers complain they only get business from there to summit.

1898 - They keep coming and keep coming and keep coming. . .oh my!

1908 - Klukwan's Pyramid Harbor cannery, opened 1883, closes, accelerates economic decline among Chilkats since loss of packing business.

1958 - 1,780-ft seismic wave slams down Lituya Bay, highest on record; geologist Don Miller predicts next one will be higher.

1968 - Official canonization of ST. PETER THE ALEUT in Alaska and Russia only a formality, following St. Herman's recognition 150 years before.

W. Scott Home is a writer living in Dyea. He was one of the first rangers on the Chilkoot Trail back in the early 1970s and has a vast knowledge of Russian America and Native Alaskan history, much of which is lost in the presentation and marketing of the region and its more glorified gold rush history. Home works summers behind the counter at the Arctic Brotherhood Hall as a visitor information specialist for the Skagway Convention and Visitors Bureau.

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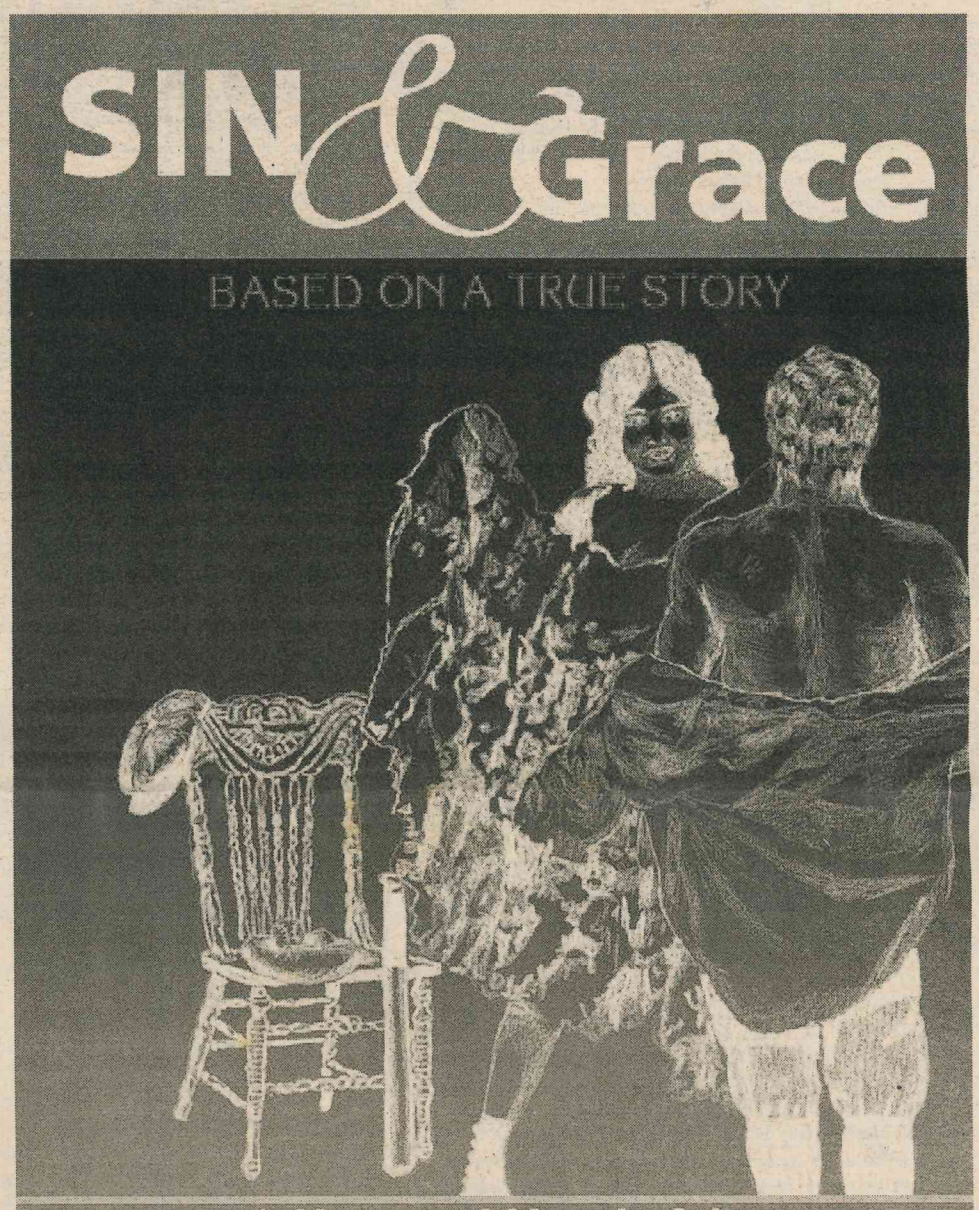
In 1898, Tuck Flaharty followed his brother Flick north to find gold. Instead he discovered a man's world, where he could drink beer in the convivial company of the saloon, play games on the ball fields, in the pool halls, bowling alleys, and gambling halls, and love the women of the red light district. And one woman in particular – Essie, the woman with the milky skin and the dark brown ringlets. The woman who hoped one day to be Queen of the District, just as Tuck dreamed of owning the Board of Trade Saloon.

Anna Stinebaugh, wife of the Principal Barber, knew she could make this ugly, raw town of Skagway safe for her children. It would take time and patience, but a strong woman with conviction could do it. If she and her companions in the struggle to do what was right for the downtrodden women of America had to do it one saloon keeper, one corrupt politician, and one prostitute at a time, they would. And nothing could stop them, not if it took their lifetimes and their souls.

Si Tanner, the heart and soul of Skagway, knew everyone in his town. He owned it like a mother owned a child or a wife owned a husband. Others might think they ran the town, but only one man ever really ran Skagway. That was Si Tanner, and he wouldn't let anyone destroy his town.

The Klondike Gold Rush has received all of the press in Skagway's history. The truth be told, the best stories have all been hidden away. Until now.



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WP&YR Train Guide

By STEVE HITES

The map of the railroad shows general characteristics of the route from Skagway to Bennett. Use the numbers to follow points of interest along the way. For further information about your location, railroad milepost markers are set up alongside the tracks at window height and are placed exactly one mile apart. Stations and points of interest also are marked with signs. Now that you're set, enjoy your ride on the "Scenic Railway of the World."

1 (Mile 0) • White Pass Co. Wharf/Broadway Cruise Ship Dock/Ore Dock. The "Summit Excursion" departs from these docks and the WP&YR depot daily during the summer. Newsies in 1898 costumes usually greet the ships and give the train a send-off. Look for restored Steam Engines No. 73 and 69, which pull some trains from the docks to town, or takes special steam excursions to Bennett and Fraser. Diesel engines will take most trains up the mountain.

2 (Mile 0.3) • Skagway, Alaska, USA / White Pass Depot. "Gateway to the Klondike." A city of 10-20,000 in 1898, Skagway's downtown Historic District retains the flavor of the era. On 2nd Avenue stand the new and old White Pass depots. The new one serves as a company office and passenger terminal. Trains heading to Fraser, Bennett and Carcross leave from here. The old depot was restored by the National Park Service and serves as the Visitor Center and headquarters for Klondike Gold Rush National Historical Park.

3 (Mile 0.5) • Pullen House Grounds. One time "Best Hotel in Alaska," run by the plucky Harriet Pullen who owned pack horses on the White Pass Trail in '98. President Warren G. Harding gave a brief speech here on his Alaskan tour of 1923. Mrs. Pullen's grave rests above the tracks on the hillside.

4 (Mile 2.0) • White Pass Shops. All narrow gauge repairs and maintenance of engines and rolling stock are done here. New metal shops building replaced old roundhouse destroyed in the fire of 1969. Older buildings were constructed by the U.S. Army during its World War Two operation of the railroad.

5 (Mile 2.5) • Gold Rush Cemetery. Outlaw Soapy Smith and town hero Frank Reid, who shot it out in '98, are buried here along with many other stampeders and early day residents. A quick eye will catch the "Largest Gold Nugget in the World" chained to a tree for protection from thieves by early tourist promoter Martin Itjen.

6 (Mile 5.8) • 5A Bridge & Denver Glacier Trail. A favorite local hike for many years, U.S. Forest Service trail leads three miles to an old hunting cabin and then to the bottom of the receding glacier. The caboose serves as a U.S. Forest Service cabin. Railroad crosses East Fork of Skagway River.

7 (Mile 6.9) • Rocky Point. An excellent view down the lower valley to Skagway. The town, wharfs and ships tied in port can be seen in the distance with Mt. Harding and Harding Glacier forming a dramatic backdrop. The Brackett Wagon Road of '98 crossed the railroad in the narrow cut at Milepost 7.

8 (Mile 8.6) • Clifton. Passing siding and section shack. A section gang lived in a two-story building here for many years. Name derived from large rock ledge overhanging the north switch. Sign below tracks identifies Brackett Road. The "On to Alaska with Buchanan" sign on the far wall of the canyon was painted by a Buchanan Boys tour group from Cleveland which operated in the late 1920s and 1930s. Highway skirts the canyon above the rock.

9 (Mile 9.0) • 9A Bridge & Pitchfork Falls. Easy to miss unless you're quick with a camera pointing toward the mountainside. A landmark on the Trail of '98, the falls were once an excursion stopping place.

10 (Mile 10.4) • Black Cross Rock. During blasting of the right-of-way on August 3, 1898, a 100-ton granite slab buried two railroad workmen. The cross was set on the rock to mark the site, a memorial to the more than 30 men killed during construction of the WP&YR.

11 (Mile 11.5) • Bridal Veil Falls. Across the valley, several dozen cataracts can be seen in peak runoff season. The water comes down off the Mt. Cleveland glaciers, goes under the highway, and tumbles down to the Skagway River.

12 (Mile 11.5) • White Pass City. Below sprang a gold rush tent town on the White Pass Trail in '98. Other views of the townsite, now covered by brush, can be had from the "High Line."

13 (Mile 12.8) • High Line View. Several good breaks in the trees afford views of the 15 Mile High Line on the opposite mountainside. Michael Heney, WP&YR construction contractor in '98, called this the "weak link" in the survey route. Blasting out the narrow roadbed required men hanging from ropes off the smooth rock faces, and his grade crossed many wintertime snowslide chutes. Rotary snowplows kept the line open year-round in the age of steam. Now bulldozers, with help from Rotary #1, perform the annual snow removal ritual each spring.

14 (Mile 14.1) • Glacier Station. Passing siding and site of former section house. Once two water tanks quenched the thirsts of steam engines on the uphill trains here, spaced so as to water a lead locomotive and the "helper" engine at the same time. A U.S. Forest Service hiking trail by the south end of 14A Bridge winds up to Laughton Glacier, where a NFS cabin offers overnight shelter. To reserve the cabin see park rangers at the Visitor Center. Tickets can be purchased for Glacier, but remember to let the conductor know to stop the train.

15 (Mile 15.0) • Glacier Loop High Line. Enjoy the sensation of "Flying by Train." View back to Glacier and the tracks below. Look for moose that sometimes feed in the valley. The track here was blasted across solid granite faces.

16 (Mile 16.0) • 15C Trestle & Old Tunnel. The engineer sounds his whistle to alert passengers to one of the high-point views of the trip. The railroad spans across "Glacier Gorge," a yawning chasm in the cliffside, and then buries into Tunnel Mountain. With all the obstacles in the way, the 1898 construction required only this one tunnel.

17 (Mile 17.0) • Inspiration Point. Have your cameras ready! A lofty look at the Pacific Ocean. On a clear day the unparalleled view sweeps down to Skagway, with Mt. Harding showing across the bay, and the distant Chilkat Range beyond Haines, some 45 miles away. Excursions in the steam era stopped here for photos and to read the plaque on the monument at trackside dedicated to the 3,000 pack animals that died in the mad stampede of '98. The plaque has been relocated to the depot.

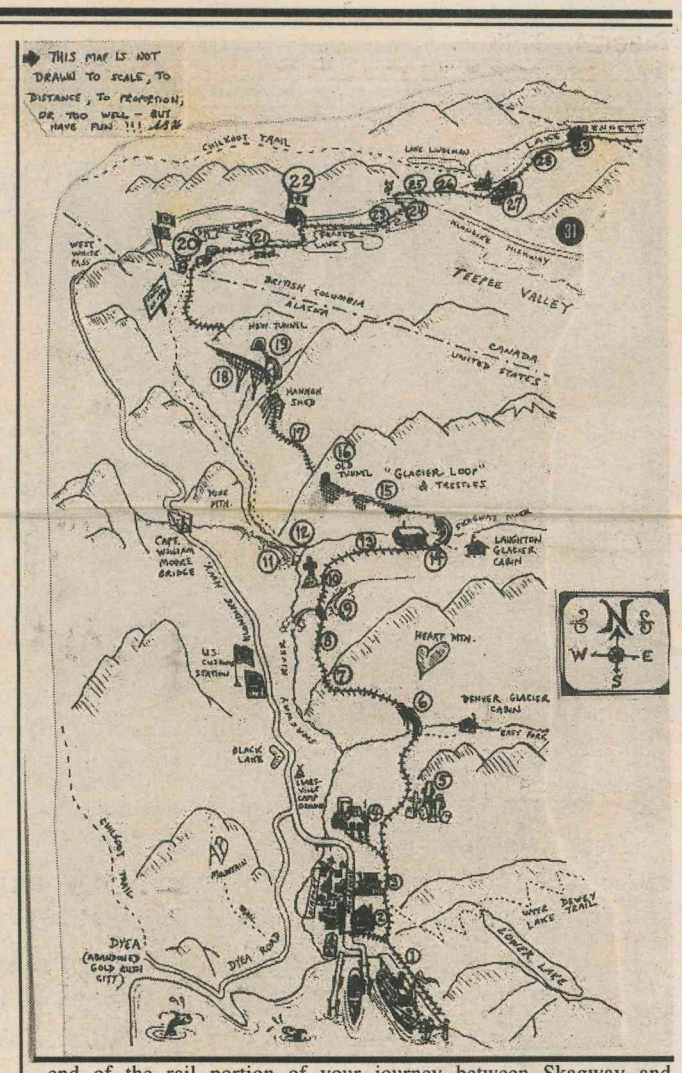
18 (Mile 18.6) • Steel Bridge. When constructed in 1901, this bridge was the tallest steel cantilever in the world. It replaced a dizzying switchback which had been necessitated by the depths of Cutoff Canyon; trains had to head up the gorge and then back uphill across a timber trestle to the summit.

19 (Mile 18.8) • 19A Bridge/Tunnel & Trail of '98. New locomotives and heavier tonnage brought about the new bridge and tunnel in 1969. Excellent photo opportunity of train on "horseshoe" curve across the bridge and entering tunnel. Be ready as the train emerges into daylight for a view down the upper reaches of Dead Horse Gulch on the Trail of '98. As the track curves out of 19 Tunnel, travelers can peer over the cliffside at the visible remains of the White Pass Trail. Primarily a route for horses and pack trains, the Skagway trail competed against the Chilkoot Trail from Dyea to Lake Bennett in 1897-98. A sign marks the trail and several bleached horse skulls offer mute testimony to the hardships of the stampede.

20 (Mile 20.4) • White Pass Summit/International Boundary/Summit Lake. A narrow notch brings the railroad up to White Pass, elevation 2,865 feet above sea level and Skagway. Two flags fly during the summer on a rise to the west to mark the boundary between the United States' Alaska and Canada's British Columbia. White Pass station once boasted a detachment of North West Mounted Police sent to "show the flag" and hold the line on their rule that each stampeder have a ton of gear and supplies before entering the country — enough to live unaided in the North for a year. A sliver of B.C. divides Alaska and the Yukon at the top of Southeastern Alaska. The Yukon is about 25 miles down the tracks on Lake Bennett. The end of the line is 90 miles away in downtown Whitehorse alongside the Yukon River. The Summit Excursion turns around here at White Pass — the engines will switch to the back of the train and then take us back down the mountain. The train to Fraser keeps going. To the west of the railroad is Summit Lake, one of a series of headwater lakes in the Yukon River system.

21 (Mile 23.0) • "Top of the World". Stunted trees, glacial boulder fields and pothole lakes contrast with lush forests on the coast only a few miles away. In winter the White Pass Summit country can be a raging hell or a scene out of "Dr. Zhivago" with vistas of white peaks and valleys. Excellent cross country skiing.

22 (Mile 28.0) • Fraser, B.C. Long a water stop for the rotary fleet battling the pass, Fraser had a balloon loop track in the meadow south of Bernard Lake, and engines and plows were turned here. The old two-story water tank building remains, the last such structure on the railroad. Canadian Customs and a Yukon Highways maintenance facility appear to the west. This is the bus transfer point — either the beginning or the end of the rail portion of your journey between Skagway and Whitehorse.



23 (Mile 30.5) • Portage. Several fishing cabins and "boxcar homes" line the stream between two lakes. Famous view eastward toward Teepee Valley and distant lakes as you ascend Log Cabin hill. Gold discovered on Lake Atlin in '98 caused a major construction shutdown when rail workers left en mass for the new diggings, taking most of the company's picks and shovels. Most returned upon discovering the claims were already staked out.

24 (Mile 32.0) Log Cabin. Tracks cross the Klondike Highway at site of Log Cabin, a tent city in '98 and Mounted Police Customs house. At one time a substantial depot and section house were here, but now only two small sheds remain at the south siding, which is the highest point on the railroad at 2,916 feet above sea level. There's no log cabin. Chilkoot Trail hikers walk eight miles up the tracks to Log Cabin from Lake Bennett to catch a ride.

25 (Mile 34.0) Thirty-Four Flats. Meadows here are large and populated with beaver on the north end and occasionally by wandering caribou or moose. If you don't see an animal, remember they aren't usually about at the height of the day.

26 (Mile 36.5) Beaver Lake. Beaver lodges can be observed at the lake's edge. Tracks begin high above the lake and drop to lake side at the north end. Visible at Mile 39.0 is Lake Lindeman. A tent city of 10,000 camped here during the gold rush, but the rapids to Lake Bennett wrecked many hastily built boats.

27 (Mile 40.6) Bennett. The winter of '97-'98 found 30,000 stampeders camped here on the shores of the lake, named after New York Herald editor James Gordon Bennett. The ice broke on May 26, 1898, and 7,000 homemade boats set sail down the lake to float down the Yukon to Dawson City. The railroad arrived in June of '99, and after constructing permanent facilities, operated a station/eating house until 1982. The old depot still stands, as does the old Bennett Church on the hill above the lake. Trails lead to the church, campsites and old graveyard. This area is now part of Canada's new Chilkoot Trail National Park. The trail ends here.

For highlights along the route between Bennett and Carcross, consult the "All Aboard" train guide on your rail excursion.

While braking on the WP&YR in the 1970s, local balladeer Steve Hites scribbled this train guide for our "esteemed rag." Steve has written and recorded many songs about the North, which he sings daily for visitors on the Skagway Street Car Tour.

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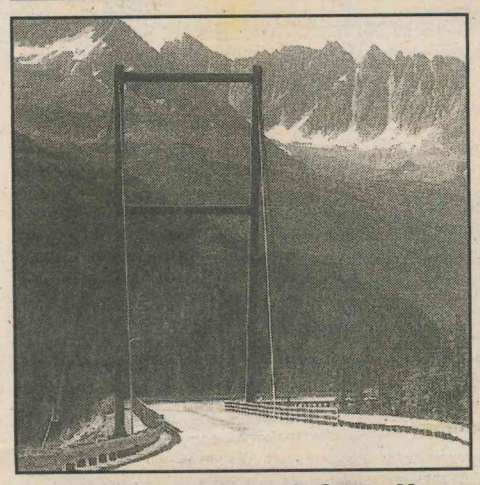

Heading south toward Capt. Moore Bridge, Skagway's unofficial gate, with the Sawtooth Range as a backdrop.

Ho For The Klondike...

Editor's Note: The South Klondike Highway is not only the most scenic route to the Yukon and Interior Alaska, it also is a vital commercial link. You will be driving this highway with large trucks hauling various commodities, and large buses carrying other tourists. Also watch for bicycle tours and sightseers. Drive safely and enjoy the ride.

Mile 0.0 • FERRY TERMINAL. Straight takes you to historic Broadway, Centennial Park and the Klondike National Historic Park and city of Skagway Visitor Centers. Turn right or go straight to RV Parks. To head out of town, take Broadway until you see the Whitehorse signs, turn left on First Ave. one block to State Street, where a right turn puts you on the route out of town.

0.2 • CENTENNIAL PARK & ROTARY PLOW No. 1 • Follow the row of mountain ash trees, planted by our Skagway Garden Club in the 1980s, to the intersection of First and Broadway and Centennial Park. Dedicated in 1997 to commemorate our centennial years, the park's focal point is the bronze statue of a Tlingit packer leading a gold seeker up the trail. It was sculpted by Chuck Buchanan of Carcross' Fronterland. Park also contains signs directing pedestrians to their ship's docks, and monuments to the Skagway National Historic Site, the first NWMP post in the north, and the pack animals on the Dead Horse Trail. Rotary Snow Plow No. 1 is on display here. Built in 1898 and restored in 1996, the historic plow is sometimes used in spring to open the line.

1.2 • WP&YR SHOPS. Highway curves west past rail yard where the WP&YR railroad rolling stock is serviced.

1.4 • GOLD RUSH CEMETERY JUNCTION/SKAGWAY RIVER. Just before the Skagway River highway bridge and footbridge, a turnoff on right northbound follows river and railroad tracks to old cemetery. Among those buried there are desperado Soapy Smith and town hero Frank Reid. A short trail leads from cemetery to Reid Falls. Guide book available in town.

1.6 • SEVENTH PASTURE/JEWELL GARDENS/KLONDIKE GOLD DREDGE. Just past the bridges on the left is a driveway leading to Skagway's new softball/soccer fields on land known as Seventh Pasture. Adjacent to the site is Jewell Gardens, a huge show garden on the site of the historic Clark Farm. Tours are available. A quarter mile further on the right is another popular local attraction, the historic Klondike Gold Dredge that was brought back to Skagway in 1999-2000 and reassembled along side the river for tours. It formerly worked on the Sixty-Mile River near Dawson City, Yukon.

2.1 • DYEA JUNCTION. Eight-mile mostly gravel road leads to historic Dyea, Skagway's rival city during the gold rush and head of the ***CHILKOOT TRAIL.*** In 1898, Dyea was a city of 10,000, but it folded soon after the railroad was constructed from Skagway to Lake Bennett. Nothing is left of the town except the remains of a wharf, some foundations, a few propped up buildings and the ***SLIDE CEMETERY***, where more than 40 persons were buried after the Palm Sunday Avalanche on the trail in 1898.

ADVISORY: Use extreme caution when driving the narrow Dyea Road.

2.5 • LIARSVILLE ROAD. Road to right just as you head up the hill went to area where reporters camped to get their news from packers who got off the trail here, hence the name. Now leads to major tourist attraction.

4.4 • BLACK LAKE. The old White Pass Trail followed around the east side of this small lake.

5.2 • HISTORIC DISPLAY. Turnout allows view of railroad and the remains of the ***BRACKETT WAGON ROAD*** on the east side of the canyon. George Brackett, a former mayor

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On Highway No. 98

mayor of Minneapolis, constructed the road in the autumn of 1897. It served as a toll road between Skagway and White Pass City before he sold out to the railroad in 1898.

6.0 • PORCUPINE CREEK. Turnout and small waterfall, just before Skagway's solid waste incinerator facility **(Do not enter)**.

7.0 • U.S. CUSTOMS & IMMIGRATION BORDER STATION. Open 24 hours. All persons entering the U.S. from Canada must report here.

7.2 • PITCHFORK FALLS. The most photographed falls on the highway tumbles down the mountain from Goat Lake, under the railroad tracks, and down to the Skagway River gorge. Pipeline to right of falls draws water from the lake to a power plant below the highway, supplying hydroelectric power to Skagway and Haines.

8.8 • HISTORIC DISPLAY. The White Pass Trail and White Pass City are in the valley below. White Pass City was a tent city that sprang up on the East fork of the river at the base of Tunnel and Mine Mountains and Dead Horse Gulch.

10.0 • BRIDAL VEIL FALLS. Falls at turnout to left tumble down from the hanging glaciers on Mt. Cleveland.

Watch for bears, moose, caribou, deer, coyotes, lynx, marmot, porcupine, and even wolverines on the Klondike, but please do not approach or feed any of them. They are wild animals and may turn on you.

10.8 • CAPT. MOORE BRIDGE. Named for Skagway's founder, the bridge spans a 110-foot wide gorge with Moore Creek 180 feet below. At the time it was built in 1977, this single-end support bridge was the only one of its kind in North America. It was beefed up in the early 1990s to handle heavier truck loads.

11.3 • SKAGWAY VALLEY. Large turnout with spectacular view of Moore Bridge, Mt. Cleveland Glacier and the Sawtooth Range. Nature displays.

14.0 • SUMMIT. Just before the border, highway tops out at 3,290 feet above sea level. Displays on International Borderlands.

14.4 • "WELCOME TO ALASKA" Sign & KLONDIKE GOLD RUSH Monument. Turnout just before border affords beautiful view of valley behind sign and monument.

14.5 • INTERNATIONAL BORDER FALLS, B.C. • Falls can be viewed from a turnout just past the border sign on the left. After crossing into Canada, road dips into the moonscape-like summit lake country of British Columbia. During spring of 2004, "The Big White" was filmed up here in the snow. Change your clocks. Alaska is on Alaska Time, while B.C./Yukon are on Pacific Time.

16.3 • SUMMIT LAKE. Series of turnouts allows view of lake and WP&YR buildings at the south end. A popular cross country ski area in the winter and spring, the area also is good for hiking. Small "pothole lakes" are warm enough for swimming or wading on hot days. Rest rooms.

22.2 • FRASER, B.C. & CANADA CUSTOMS. Open 24 hours in summer, 8 a.m. - midnight in winter. All persons entering Canada from the U.S. must stop and report. Highway follows railroad. Old water tower is last one standing on the railroad. Turnout just past Customs features display on the Yukon and B.C. View of Bernard Lake.

26.5 • TEEPEE VALLEY. Turnout and view west of Teepee Valley, where the Fantail Trail led to the Atlin rush of 1899. Also known to some as "Tormented Valley."

27.0 • LOG CABIN. Highway crosses railroad tracks. Parking area and displays about adjacent Chilkoot Trail National Historic Site. Log Cabin was named for a way station on the White Pass Trail between the summit and Lake Lindeman. As the gold rush developed, a small town of 20 frame buildings sprang up. This was the point of collection for customs duties after crossing into Canada. When the railroad pushed through here, a depot and freight warehouse were constructed. After the gold rush, the town crumbled and became a flag stop and section house. The Buckwheat Ski Classic course winds through this area every March.

30.0 • TUTSHI RIVER & FALLS • YUKON SUSPENSION BRIDGE. Highway follows turbulent Tutshi down a gully and into a marsh before it reaches the lake. This is becoming a popular recreational area for expert whitewater kayakers and rafting groups. The **Yukon Suspension Bridge** attraction opened here in 2006 (see ad on p. 24).

35.0 • TUTSHI LAKE. Beginning of a beautiful stretch of highway that runs along the west side of the lake (pronounced "Too Shy") for approximately 10 miles.

39.6 • TUTSHI PICNIC AREA. Short road to right to picnic area and boat landing.

45.0 • Road rises to **HIGH POINT** between Lakes Tutshi & Tagish and passes site of a 1980s stamp mill for the Venus mines that never operated, now home to a wild bird tour operator.

48.5 • WINDY ARM, TAGISH LAKE. This long, narrow, windy body of water is an arm of Tagish Lake which stretches toward Carcross and then horseshoes around the mountains to the east toward Ben-My-Chree, some 50 miles away. Decent fishing for lake trout.

49.5 • B.C.-YUKON BORDER PULLOUT. Highway swings down to Windy Arm and crosses into the Yukon Territory.

51.5 • VENUS MINE. The remains of a stamp mill and boat house along Windy Arm can be viewed from the side of the road. The small mill operated for only six months in 1910 before the mine shut down. Venus was most active between 1900 and 1910. Hard rock gold and other minerals were mined from the mountain shafts visible above. A few unsuccessful attempts have been made over the years to revive the mine. More modern evidence can be seen over the next two miles, including the foundation of another mill and a filled-in tailings pond. Don't pick berries in this area, as they are tainted with arsenic.

56.5 • CONRAD CITY. Highway turns uphill over "Big Thing Creek" and passes an old tram tower. At top of hill a road to the right leads to the old townsite of Conrad City. Conrad, in the shadow of the mountain of the same name, had a population of about 3,000 during its heyday. It serviced three mines in the area. The old tram line can be seen from the road running up the back side of Montana Mountain to the west. Very little remains of the old town, but there are some undeveloped camping spots by the lake.

58.7 • BOVE ISLAND. This island at the north end of Windy Arm, was named by U.S. Army explorer Lt. Fredrick Schwatka for a fellow lieutenant in the Italian navy. It was a menace for boatmen heading to the Klondike. Excellent view to the east of Lime Mountain and Tagish Lake.

65.0 • NARES LAKE. Wooden bridge spans narrows between Lakes Nares and Bennett. Carcross and WP&YR bridge to left.

65.2 • CARCROSS. Road to the left leads to Carcross, which has a population of about 250 residents. Formerly known as Caribou Crossing for the caribou that forded the narrows, the town grew and thrived during the gold rush and was the site of the driving of the golden spike completing the railroad on July 29, 1900. The **CARCROSS VISITOR CENTER** was relocated to the old train depot in July 1990 following a disastrous fire which destroyed the old sternwheeler "Tutshi," whose burned remains are still visible. The sternwheeler used to ply the lakes between Carcross and Ben-My-Chree, a once-popular resort and garden spot. The tiny locomotive next to the White Pass depot is the *"DUCHESS,"* which ran on a $2 shuttle railroad on land between Tagish and Atlin Lakes, between connecting steamboats. Other historic structures include the Koolsheen warehouse behind the depot, where First Nation dancers perform, Matthew Watson's Store, the RCMP Barracks, and the old Caribou Hotel, which is undergoing a major restoration.

65.3 • MONTANA. Just past Carcross turnoff: gas station, store, diner, laundromat & RV park. Last services before Skagway or Alaska Highway.

65.8 • TAGISH ROAD JUNCTION. Turn right to go to Tagish (21 miles), Jake's Corner (34 miles), and Atlin (95 miles). Straight ahead is Whitehorse (45 miles). Either will connect with the Alaska Highway.

66.6 • CARCROSS DESERT. Affectionately known as the "World's Smallest Desert." Nice view of Mt. Caribou behind the sand dunes.

67.0 • CARIBOU CROSSING. Popular Yukon attraction, formerly called Frontierland.

72.5 • SPIRIT & EMERALD LAKES. Highway splits these two beautiful lakes that are favorite stops for Skagway travelers. From the turnout on the hill above Emerald Lake you can photograph one of the Yukon's most stunning vistas. The lake's shallow, sandy bottom gives it a color and beauty that's unsurpassed in the North.

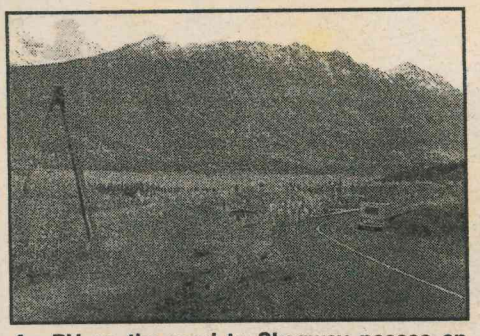
80.5 • LEWES LAKE. Road left goes one mile to a lake that was accidentally drained during railroad construction and caused a flood. The lake never quite recovered. Tread this area carefully.

85.0 • BEAR CREEK/MOUNT LORNE TRAIL. Just before crossing the creek, there is a parking area to left for the 5K hiking trail to Mount Lorne. Trailhead is across the highway.

86.5 • ROBINSON/ANNIE LAKE. Road leads to remains of Robinson, a town that sprang up around a railroad siding following a nearby gold discovery between 1909 and 1915. Rest rooms. A half mile later is Annie Lake Road, which continues about a mile to Annie Lake Golf Links and another 10 miles to Annie Lake and the Wheaton River.

94.6 • KOOKATSOON LAKE. Day use picnic area and swimming hole.

98.0 • ALASKA HIGHWAY JUNCTION. Distance to Whitehorse is 12 miles to the left. Gas station/cafe at junction,



An RV on the road to Skagway passes an historic tram tower near old Conrad City.

campgrounds to the south and north. Whitehorse, a full-service city of 22,000, is capital of the Yukon. Attractions include the restored Riverboat SS Klondike, Yukon Visitor Center, and McBride Museum downtown. Along the highway are the Beringia Center and Yukon Transporation Museum. Eight miles west of Whitehorse is the junction for the North Klondike Highway 2 to Dawson City and the gold.

– VERN V. HIRSCH & JEFF BRADY

The late Vern Hirsch was the project engineer for the Alaska section of the Klondike Highway during its construction from 1976 to 1978. He took editor Brady up the highway soon after it opened that fall and pointed out the sights for this highway log, which has been updated over the years and copied by other publications. Whether you arrive here with help from this log, the Milepost or some other guide, you can thank Vern for

DRIVING DISTANCES FROM SKAGWAY

Carcross	65 miles	1.5 hours
Whitehorse	110 miles	2.5 hours
Atlin	150 miles	4 hours
Dawson City	435 miles	9 hours
Haines	360 miles	8 hours
Fairbanks	710 miles	18 hours
Denali Park	830 miles	22 hours
Anchorage	830 miles	20 hours
Seattle	1819 miles	3 days
Chicago	3202 miles	6 days
Miami	4818 miles	9 days

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Downtown Map & Advertising Directory

Points of Interest

- S S.M.A.R.T. City Transit dock pickup points
- 1. Railroad Dock (Moore's Wharf)
- 2. Alaska Marine Highway (Ferry) Dock
- 3. Broadway Dock
- 4. Ore Dock & AML Barge Ramp
- 5. Fuel and Ore Terminals
- 8. Small Boat Harbor
- 7. Airport Terminal
- 11. Pullen Pond City Park
- 12. Centennial Statue & Park, Rotary Plow #1
- 13. Soapy vs. Reid shootout monument, July 8th, 1898 (on corner, near police station)
- 18. Jeff Smith's Parlor (restoration in progress)
- 89. Peniel Mission (NPS restoration)
- 95. Wells Fargo Bank Alaska (1916 Bank of Alaska)
- 96. U.S. Post Office - Zip 99840
- 99. Mollie Walsh Park - exhibits, play area, restrooms
- 100. McCabe Building (City Hall & Museum)
- 105. Gold Rush Diorama/Veterans Park
- 114. Alaska Street (tennis court at school)
- 115. Main St. to Recreation Center (gym, skatepark)
- 116. State St./Klondike Hwy. to Gold Rush Cemetery/ Reid Falls (take right before river bridge, .5 mile to graveyard/falls), 7th Pasture Ballpark (across river bridge), Dyea/Chilkoot Trail (9 miles on Dyea Rd.), Canada's Yukon Territory (see p. 30-31)
- 117. Broadway St. to Hanousek Park (tent camping)
- 119. Trail to Dewey Lakes, Icy Lake, Upper Reid Falls, Sturgill's Landing (maps at Visitor Centers)
- 121. Footbridge across Skagway River to Yakutania Pt, Smuggler's Cove & Skyline Trail to AB Mt.

Visitor Centers & Info.

- 20. Chilkoot Trail Center (restored Itjen house)
- 21. Klondike Gold Rush National Historical Park Visitor Center–exhibits, restrooms
- 31. Muni. of Skagway Visitor Center - A.B. Hall
- 91. Skagway Chamber of Commerce
- 109. Skagway Public Library
- 117. Skagway Tribal Community Ctr. (11th & Brdwy)

Emergency & Medical Services

DIAL 911 FOR EMERGENCY

- 13. Skagway Police Department
- 67. Skagway Volunteer Fire Dept. & EMS
- 117. Skagway's Dahl Medical Clinic (11th between Broadway and State)

Health & Therapy

- 117. Lynn Canal Counseling Center (Clinic bldg., on 11th between Broadway and State)

Museums & Exhibits

- 37. Mascot Saloon (National Park Service)
- 81. Corrington's Museum of Alaska History
- 85. William & Ben Moore Cabin & Homestead (NPS)
- 100. Skagway Museum & Archives/McCabe Bldg.
- 111. Skagway Sculpture & Flower Garden
- 116. Klondike Gold Dredge (1.7 Mile on highway)
- 116. Yukon Suspension Bridge(Mile 30-Klondike Hwy)

Hotels, Motels, B & B's

- 39a. Westmark Inn
- 54. Morning Wood Hotel (above Pizza Station)
- 94. Sgt. Preston's Lodge
- 103. Skagway Inn Bed & Breakfast
- 110. White House Bed & Breakfast

Grocery, Produce, Flowers

- 16. Skagway Ports of Call
- 53. Fairway Market
- 76. Dejon Delights
- 93. Alaska Native Arts & Foods
- 116. You Say Tomato (21st and State)
- 116. Jewell Gardens

Restaurants, Take-out

- 9. Skagway Fish Company
- 10. Stowaway Cafe
- 17. Port of Call Restaurant
- 26. Skagway Mercantile (Starbucks)
- 29. Red Onion Saloon
- 39a. Chilkoot Dining Room (Westmark Inn)
- 39b. Bonanza Bar & Grill
- 43. Glacial Smoothies & Espresso
- 44. Northern Lights Pizzeria
- 45. Sweet Tooth Cafe
- 54. Skagway Pizza Station
- 58. Starfire
- 70. Kone Kompany
- 74. Sugar Mama's
- 79. Alaska Gourmet Cafe
- 106. Alaska Fudge Co.
- 106. Skagway Brewing Co.
- 106. The Black Bean
- 116. Poppies (Jewell Gardens)
- 116. Liarsville Salmon Bake (Mile 2.5, end of Liarsville Road)

Gifts, Jewelry, Curios

- 14. Alaska Shirt Co.
- 19/33. Klassique Jewelers
- 22. The Train Shoppe
- 23. Skagway Jewelry Co.
- 25. Skagway Mining Co.
- 26. Skagway Mercantile
- 28. Richter's
- 30. Goodmark Jewelers
- 32. Venetian Jewelers
- 33/83. Jewels of Alaska
- 34. Taiya River Jewelry
- 47. Lynch & Kennedy
- 56. Alaska Christmas Store
- 57. Precious Kollection
- 62. Milano Diamond Gallery
- 71. Klothes Rush Gifts
- 76. Dejon Delights Gourmet Gifts
- 116. Jewell Gardens/ Garden City Glassworks
- 98. North to Alaska
- 101. Skagway Outlet Store
- 104. Chilkoot Pass Harley-Davidson

Clothing, Needlework, Fabrics

- 42. Changing Threads Needle Art
- 44. The Rushin' Tailor/Quilt Alaska
- 80. Temptations

Galleries and Fine Art

- 46. Dedman's Art Gallery (upstairs)
- 82. A Fine Line
- 82. Skagway Artworks
- 93. Alaska Native Arts & Foods
- 111. Skagway Sculpture Garden & Flower Garden

Books, Film/Photos, Video, News, & Cyberstations

- 16. Skagway Ports of Call
- 17. Northern Exposures II
- 35. Skaguay News Depot & Books, Lynn Canal Publishing, The Skagway News
- 46. Dedman's
- 51. Granny's Instant Postcards
- 73. Broadway Video/Radio Shack

Outfitters, Sporting Goods, & Hardware

- 50. The Mountain Shop/Packer Expeditions
- 59. Skagway True Value Hardware
- 71. Klothes Rush Outfitters
- 75. Sockeye Cycle Co.
- 77. Klothes Rush Outfitters 2

Air Tours & Charters

- 6. Temsco Helicopters
- 7. Promech Air Twin Otters (terminal building)

Rail, Bus and Land Tours

- 22. *White Pass & Yukon Route RR Depot*
- 39a. Gray Line of Alaska (Westmark Lobby)
- 50. Packer Expeditions/Mountain Shop
- 75. Sockeye Cycle Alaska Bicycle Tours
- 103. Alaska Garden Gourmet (Skagway Inn)
- 116. Jewell Gardens/Garden City Glassworks (Mile 1.6, on left after bridge)
- 116. Klondike Gold Dredge (Mile 1.7 mile, on right after bridge)
- 116. Skagway Classic Cars (Mile 2.5, Liarsville Road)
- 116. Yukon Suspension Bridge (Mile 30)
- Haines -- Rainbow Glacier Adventures

Water Tours & Fish Charters

Embarkation at small boat harbor

- 8a. Alaska Fjordlines:Fjord Express to Juneau (see ad p.8 for ticket locations)

RV Parks & Campgrounds

- 11. Pullen Creek RV Park
- Haines -- Haines Hitch-up RV Park

Vehicle Services

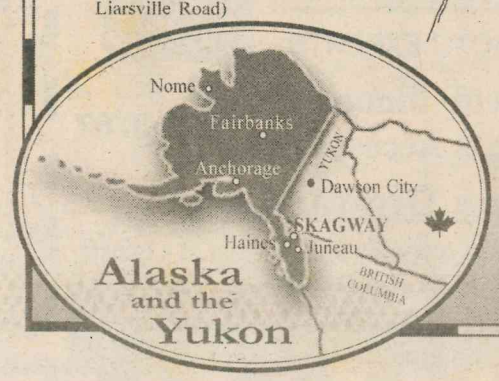
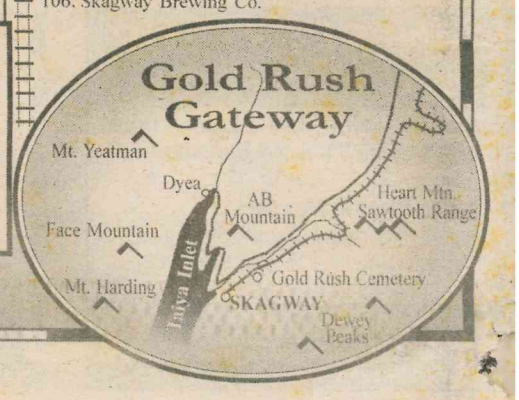
- 116. Liarsville Tire & Lube (Mile 2.5, Liarsville Rd)

Vehicle & Bike Rentals

- 39c. Avis Rental Car agent (Westmark annex, across from lobby)
- 75. Sockeye Cycle Bike Rentals

Live Entertainment

- 88. Days of '98 Show with Soapy Smith (Eagles)
- 116. Liarsville Gold Camp (Mile 2.5, end of Liarsville Road)

Bars, Clubs, & Liquor Stores

- 27. Alaska Liquor Store
- 29. Red Onion Saloon
- 39b. Bonanza Bar & Grill
- 88. Eagles F.O.E. #25
- 92. Elks B.P.O.E. #431
- 106. Skagway Brewing Co.